

ZEISS BINOCULARS
NEW STOCK, GOOD VARIETY
LOWEST PRICES

N. LAZARUS
Ophthalmic Optician
12, Queen's Road, Central
"The Home of the Zeiss Glass."

The Hongkong Telegraph.

FOUNDED 1881

No. 21,000

六拜禮 號二月一英港香

SATURDAY, JANUARY 2, 1926. 日八月一十

BINOL, COPY 10 CENTS
EX-DEPARTMENT

DISASTROUS HONGKONG HOTEL BLAZE.

TWO MILLION DOLLARS DAMAGE IN NEW YEAR CALAMITY.

EIGHT-HOUR BATTLE WITNESSED BY THOUSANDS.

BRITISH BLUEJACKET'S FATAL FALL.

New Year's Day 1926 in Hongkong will for long be remembered because of the calamitous fire which burned in the Hongkong Hotel, as a result of which a greater part of the building was gutted and practically the whole of the remainder of the interior ruined by the deluge of water which was eventually poured into the premises. Ranking as the greatest fire which has ever occurred in the heart of the European portion of the City, the conflagration, which broke out at about eight o'clock in the morning, raged until well past two o'clock, the two top floors of the building being wholly fire-swept, large portions of lower floors being also involved.

The Hongkong Hotel—the pulse of the Colony's social life—is, at the moment, mostly a gaunt and charred skeleton and the whole of the foreign community has been deeply affected by the destruction. It is with regret that we have to record the death of a valiant British bluejacket, A. B. Batchelor, of S. Hawkins, who lost his life when assisting in the work of fire-fighting. There were other fatalities of more or less serious nature, whilst the loss of property must run into extremely large figures.

A full and detailed account appears below:

The fire actually broke out shortly after 8 a.m., and was caused, apparently by the fusing of some electric wires in the lift shaft. At least it is conjectured that this was the origin, for the first thing noticed was that fire had started in the shaft, just by the ground floor level. One of the boys and others engaged in the lounge were very active in endeavouring to put this fire out and appeared to have everything under control when the alarm was given that fire had broken out on the fifth floor level. Flames must have crept unobserved up the lift shaft and ignited the woodwork at the top. The shaft acted as a chimney for the flames and within a short while after this the roof and upper floor became well afire, with flames spreading both downwards and outwards. Fanmed by the current of air which they themselves were creating, the flames spread with almost alarming rapidity.

The Europeans handling a hose at the top had an impossible task since, it appears, as branches had been taken off the main on every floor and while each branch was robbing the other, no water at all was reaching the top. The first warning of fire received at the Central Fire Station was received at eight minutes past nine o'clock when the Hongkong Hotel Alarm sounded and a message was received from the Hotel by telephone. Two appliances were immediately sent, arriving on the spot before ten minutes past. Meanwhile, two further appliances were sent from the Central Station and No. 3 from Wan-chai and No. 3 from Kowloon Town were also dispatched.

Immediately it was the height of the flames to prove the end of the building. On opening his door he found that the main part of the stairway was in flames. He had no time to collect his belongings and had to leave the building only hurriedly dressed. His personal loss includes some very valuable medical reference books, two cameras and much now

clothing. He made his exit by way of the back stairs, and remained on duty close at hand all day for assistance to any possible casualty cases.

Residents of the Hotel, most of whom knew of the fire between 8.15 and 8.45, had to make a hasty retreat and although some of them left in night attire with dressing gowns or overcoats around them most of the people were able to leave fully clad and to get their personal effects out with them. Generally speaking, the behaviour of the "boys" and servants was excellent, and terms of the highest praise are used when describing how they assisted residents to pack and get boxes and packages down to the street. Mac's Cafeteria was used as a depot for large quantities of effects.

An Awesome Sight.

It was a little after nine o'clock that the flames first made their appearance through the roof at the top of the lift shaft and from there they spread with alarming speed. By 9.45 fire could be seen raging in the top floor bedrooms right from Des Voeux Road to about six rooms on the other side of the lift shaft. It was exactly at 10 o'clock that flames came bursting out of the Des Voeux Road-Pedder Street corner, top floor, and by this time a great shaft of flame, twenty feet high, was shooting up into the air from the centre of the flames. The watchers from Union Building could feel the heat of the flames even where they were standing, and they are particularly loud in their praise of Officer Condon who was working magnificently at a spot where the heat must have been intense. Later in the morning he had the misfortune to slip in the water-logged gutter of Des Voeux Road and sustained a deeply cut wrist, which was attended to by members of the St. John Ambulance Brigade.

from hospital only the previous day. Dr. Balaen and Dr. Morrison were among those who attended him before he was sent away in the ambulance, and their cursory examination revealed breaks in both legs and it was thought a fractured skull.

Just before half-past ten, a party of the East Surrey Regiment came up at the double, armed and in marching kit, and their rendered invaluable service in many directions, not the least important of which was resisting in the control of the enormous crowds of Chinese who had, by this time, gathered.

The furniture from the grill room and lounge was piled up in Chater Road opposite the C.P.R. offices.

Mr. P. J. Mandelli, the manager of the Hotel, received rather severe injuries through being struck on the head with some heavy falling material. He was rendered practically unconscious and was sent to the Government Civil Hospital suffering very badly from shock.

Where everybody worked so well and arduously—the Colony's fire fighting resources had been put in full swing—it is obviously impossible to mention the names of many who did particularly fine work, but at one stage of the fire, when the blaze was at its fiercest, those who were watching its progress from Union Building, noticed that Fire Officer Condon had gone up to the level of one of the lighted floors and was, playing with a powerful jet right into the heart of the flames. The watchers from Union Building could feel the heat of the flames even where they were standing, and they are particularly

loud in their praise of Officer Condon who was working magnificently at a spot where the heat must have been intense. Later in the morning he had the misfortune to slip in the water-logged gutter of Des Voeux Road and sustained a deeply cut wrist, which was attended to by members of the St. John Ambulance Brigade.

The Fire Fighting.

Fire Brigade appliances were got to work from the Queen's Road end of Pedder Street, from two sites in Des Voeux Road, and hoses were eventually run up the outside of the hotel as well as into the ground floor and up the stairs. At one time during the course of the morning, a fire occurred at the corner of Pedder Street and Queen's Road Central, one of the notorious rebel leader, Hassan Kharat, who lately announced that he had detailed forty men to decapitate Mr. de Jouvenel, was killed in a fight outside the city.—Reuter.

CANTON FIRE.

THIRTY HOUSES DESTROYED.

A disastrous fire occurred in Canton on Wednesday at 6.30 o'clock in the morning at Cheung San Main Street, with the result that over thirty houses were burnt

down, three people were killed and four more or less badly injured. It is said that the fire started from the kitchen of a confectionery and pastry shop, and that the blaze in a short space of time

burnt through the roof and spread to adjacent houses. The inmates of the houses being still in bed, were awakened by the density of the smoke, and found the stairs

were on fire, compelling them to make their escape by jumping from the verandahs of the first floor. Three of them died from suffocation and four were injured when jumping into the street from shock.

WORLD WIRELESS.

MARCONI'S LATEST SCHEME.

London, Jan. 1. Marconi's announce the conclusion of an agreement with the Post Master General enabling the Company to conduct services in the further European countries and all foreign countries outside of Europe in addition to the four European and United States services already operating. This will enable the Company to proceed with the establishment of a worldwide wireless service.

Constant Reader: The best type of holder for a cumshaw cigar is a dustbin.

If the Government were really serious about draining swamp lands in the New Territories, it should provide for at least a thousand more golfers.

The devil is to pay when a man gambles in shares.

On the approach of the New Year, it seems likely that China is contemplating some new revolutions.

Constant Reader: The best type of holder for a cumshaw cigar is a dustbin.

These are the days when more than Scotsmen make their collars do another day.

There's weight in the argument for the taxing of fat men.

Did it ever occur to you that Samson was the first person to get his hair bobbed?

In the good old days a young man used to meet his future wife at a church function. Now it's usually at the barbers.

This Week's Book: "Another Milestone," by Minnie Ovven.

The Legislative Council has approved a vote of \$2,500 for the training of probationary sheriffs. We always thought it was instinct.

Next thing we know, they'll be sending them to Scotland to graduate.

"The Lady With the Deaf Ear" is the title of new novel. These telephone girls are always in the limelight.

The corset is coming into style again. Of course it may not stay.

Some people are never content. We overheard two Peck lads grumbling because they hadn't got into hot water during the Festive Season.

Motor fatalities are decreasing, says a Home paper. Probably because there are now so many cars that they can't go fast enough to kill the pedestrians.

Local opticians are said to be doing good business. Let's hope for their sake that skirts remain where they are.

These Fanling drag hounds remind us that we had a good hunt for oysters in our soup yesterday.

Talking of hospitals, this claim for the right to be born in Kowloon must, of course, be regarded as another sign of democracy.

Henry Ford has now become a champion of dancing. He's already taught hundreds of pedestrians how to do it.

The gentleman in evening dress who was seen holding up a lamp post on the Peak the morning has since been assured that there was no immediate danger of it falling on him.

More than ever "World's Greatest Buy." Everyone says it—Sales Prove it. The issue with HUDSON has always been to give greatest value for the money. Today that aim reaches its highest attainment in the lowest prices for the finest HUDSONS ever built.

The contrast of all motordom's new offerings and prices merely confirms HUDSON as more than ever the "World's Greatest Buy." Coach.....\$3000 Brougham.....\$3600 Touring.....\$3000 Sedan.....\$4000

THE DRAGON MOTOR
CAR CO., LTD.
33, WONG NAI CHUNG ROAD,
HAPPY VALLEY.

Bulls and Inners

From the Office Butts.

This idea of producing rain may be all right, but there's a being rigorously enforced in America awaiting the man who gets it, they'll always be able to fall back on dry gin.

When a Hongkong man gets the idea into his head that all the women are in love with him, he usually ends by being a confirmed bachelor.

So far no one has described Portugal's football win against Scotland as a triumph of port wine over whisky.

If you wish to exchange money for experience, try Ice House generally all in the next morning.

Yeast is recommended as a good thing to eat. It can at least be said that it might make one rise and become well bred.

Hongkong may have its shortcomings, but it at least can be said that recently it presented a striking appearance.

An ugly lady these days is one whose ears show through.

Remarkable restraint has been shown by the A.D.C. and the Philharmonic Society by not insisting on plays with a banquet in the second act.

We should like to hear this local lady who says she can play golf better than a man.

These are the days when more than Scotsmen make their collars do another day.

There's weight in the argument for the taxing of fat men.

Did it ever occur to you that Samson was the first person to get his hair bobbed?

An attractive label these days often means a muzzy head in the morning.

The last of the Government reports for 1924 are just out. They are well written and are a handy size for shaving paper.

Our fur-bearing animals would feel more comfortable if they had some hair from the knees down.

The chief difference between the sexes to-day is flesh-coloured stockings and chromatic hankies.

Things would be better between Hongkong and Canton if their were less friction—and less fiction.

Always tell the truth; then you don't have to remember what you said.

"The Lady With the Deaf Ear" is the title of new novel. These telephone girls are always in the limelight.

Some of these young things would look less spiritual if they wore more material.

Some people are never content. We overheard two Peck lads grumbling because they hadn't got into hot water during the Festive Season.

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NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN
THE HONGKONG TELEGRAPH which is
THE EVENING NEWSPAPER
WITH THE LARGEST
CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID

\$1.50 if not prepaid.
Advertisers should note that replies must be called
for at this office.

GIVE THESE COLUMNS AN OPPORTUNITY
TO ASSIST YOU.

The following replies are awaiting collection:
1314, 1320, 1342, 1409, 1375, 1376, 1384, 1385, 1392,
1422, 1418, 1397

TUITION

SPANISH LANGUAGE TUITION — Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

SITUATIONS WANTED.

WANTED — Export male steno-typist open for immediate engagement. Conversant with filing, coding and general office work. Moderate salary. Apply to "Advertiser" 19, Granville Road, Kowloon.

WANTED.

WANTED — Homes for two Chow Dogs, which otherwise must be destroyed. Males 3 years old. Apply Lady Pollock, 387 Peak.

PREMISES TO LET

TO LET — EUROPEAN RESIDENCES within easy reach of the City and the University, comprising 6 rooms, 4 bathrooms up-to-date sanitation, electric light, gas, as well as garage.

These residences, on Mt. Davis Road, are nearing completion and will be ready for occupation at moderate rentals very shortly. Although within the City limits, they are situated in a delightful locality possessing a glorious view. Facing due South, they are free from fog all the year round, while in summer they enjoy pure and refreshing breezes, in marked contrast with the stuffy atmosphere around the harbour.

Apply to the Hongkong Land Investment and Agency Co., Ltd.

PRIVATE HOTEL, quiet British family, board residence from \$400 daily. One minute from ferry, family rates. Personal supervision. 1, Victoria Gardens, Hankow Road, Kowloon, Tel. K.357.

TO LET — One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

NOTICE.

NOTICE is hereby given, that the Power of Attorney dated 8th October, 1925, made by us in favour of Mr. Rolf Johnson has to-day been cancelled.

U. SPALINGER & CO.
Hongkong & Canton,
31st December, 1925.

NOTICE.

HONGKONG HORTICULTURAL SOCIETY.

A SPECIAL MEETING of Members of the above Society and all those interested in Horticulture, will be held in the Board Room of Messrs. Jardine Matheson & Co., Ltd., on Thursday, 7th January, 1926, at 5.30 p.m., with a view to deciding whether the annual flower show should be held next year or not.

It is hoped that a good number will be present. All ladies interested are cordially invited to attend.

E. R. C. HORNE, Hon. Secretary.

Hongkong, Dec. 22, 1925.

CHURCH NOTICES.

St. Andrew's Church, Kowloon — 8.15 a.m. Holy Communion; 10 a.m. Confirmation Classes; 10 a.m. Young People's Service; 11 a.m. Morning Prayers and Holy Communion. Preacher: Rev. G. E. Arrowmith, M.A. 2.45 p.m. Sunday School; 3 p.m. Bible Classes; 6 p.m. Evening Prayer. Preacher: Rev. G. R. Lindsay, M.A.

Wesleyan Methodist Church Queen's Road East Sunday Services January 3rd 11 a.m. and 6 p.m. Preacher Rev. Ernest A. Bastin 8.15 p.m. Chaplains' Meeting in the Sailors and Soldiers' Home, Arsenal Street.

Wednesday, January 6th New Year's Concert and Social at 8 p.m. in the Sailors and Soldiers' Home Arsenal Street.

MISCELLANEOUS.

WANTED one furnished and unfurnished house on Peak or Lower levels, also flat in Happy Valley or Causeway Bay, furnished or unfurnished. Tel. 4630 Small Investor's, 10 Des Voeux Road.

LOST.

LOST — Strayed from 2 Tengtung Mansions, black and grey Tom cat. Finder please ring up C.2441.

NOTICE.

ST. JOSEPH'S (BRANCH) COLLEGE, CHATHAM ROAD, KOWLOON.

PITMAN'S SHORTHAND, EVENING CLASSES FOR LADIES & GENTS. FOUR MONTHS' INTENSIVE COURSE, SUCCESS GUARANTEED.

Classes for Beginners and High Speed Aspirants.

Students for High Speed must possess certificates for 80 words per minute.

Enrolment at the above College (Kowloon) at 5.30 p.m. on the 5th January, 1926.

THE "STAR" FERRY CO. LTD.

THE SHARE CERTIFICATE No. 4061 for ONE HUNDRED (100) SHARES, numbered 78654/8753 in the above Company standing in the name of TSEUNG E TAK having been reported lost. NOTICE IS HEREBY GIVEN that unless the ORIGINAL CERTIFICATE is produced within one month from date hereof, it will thereafter be held by the Company as NULL AND VOID, and a NEW CERTIFICATE for the said shares will be issued.

F. H. CRAPNELL,
Acting Secretary.

Hongkong, December 30th, 1925.

THE DIOCESAN BOYS' SCHOOL

HONGKONG.

In February the School will move to its new buildings at Kowloon. The buildings are situated in 23 acres of Grounds and are easy of access by Road and Rail.

Boarders and Day Boys who wish to attend in February, should send in their names to the Headmaster.

W. T. FEATHERSTONE,
Head Master.

THE CHINA LIGHT & POWER COMPANY (1918) LIMITED.

With reference to the Notice to the Shareholders of this Company dated 28th October, 1925, whereby the Final Call of \$3.00 per share on the New Shares was made payable on 4th January, 1926, instead of 3rd November, 1925, the General Managers and Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of this Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 4th March, 1926, and that the Form of Bankers' Receipt already sent to Shareholders can be used as though the date named thereto were the 4th March, 1926.

For THE CHINA LIGHT AND POWER CO. (1918), LTD., SHEWAN, TOMIES & CO., General Managers.

Hongkong, 29th December, 1925.

THE NEW
PORTABLE
MODEL OF THE
COLUMBIA
GRAFONOLA

AMAZING VOLUME
AND TONE QUALITY,
NOTHING TO DO
BUT OPEN AND PLAY.



ANDERSON'S

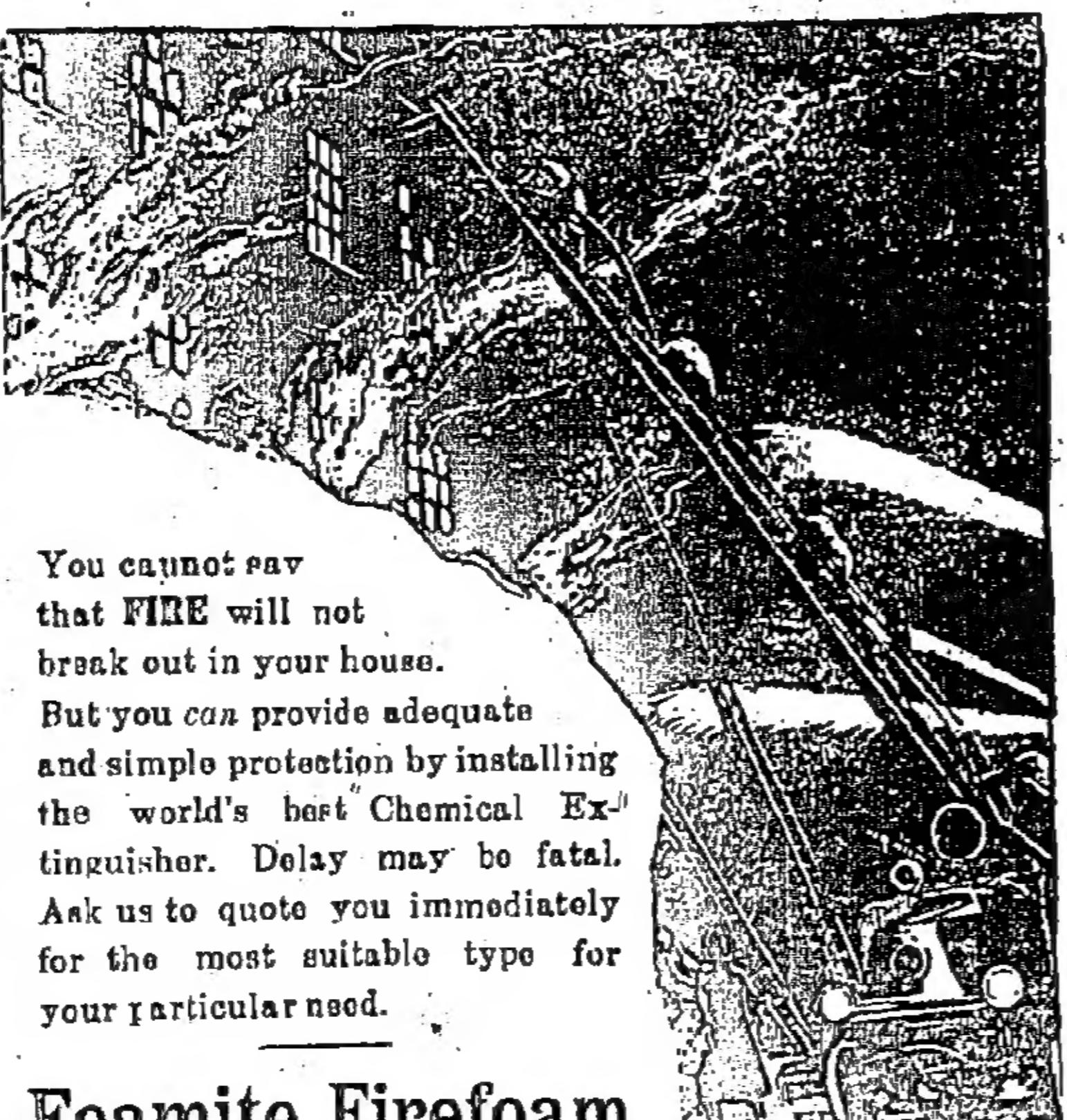
INSTITUTION FOR THE BLIND.

KOWLOON CITY ROAD,
20 min from Star Ferry by
Kowloon City Bus.

Come and buy our hand-knitted
Coats, Sweaters, Jumpers, Shawls,
Scarves, Socks and all kinds of
Children's Woollies;
Latest styles in "Fair Isle"
and plain and fancy Jumper.
Orders taken for knitting in
wool or silk

K. BESWICK, Supt.
Telephone K. 101.

YOU NEED FIRE PROTECTION



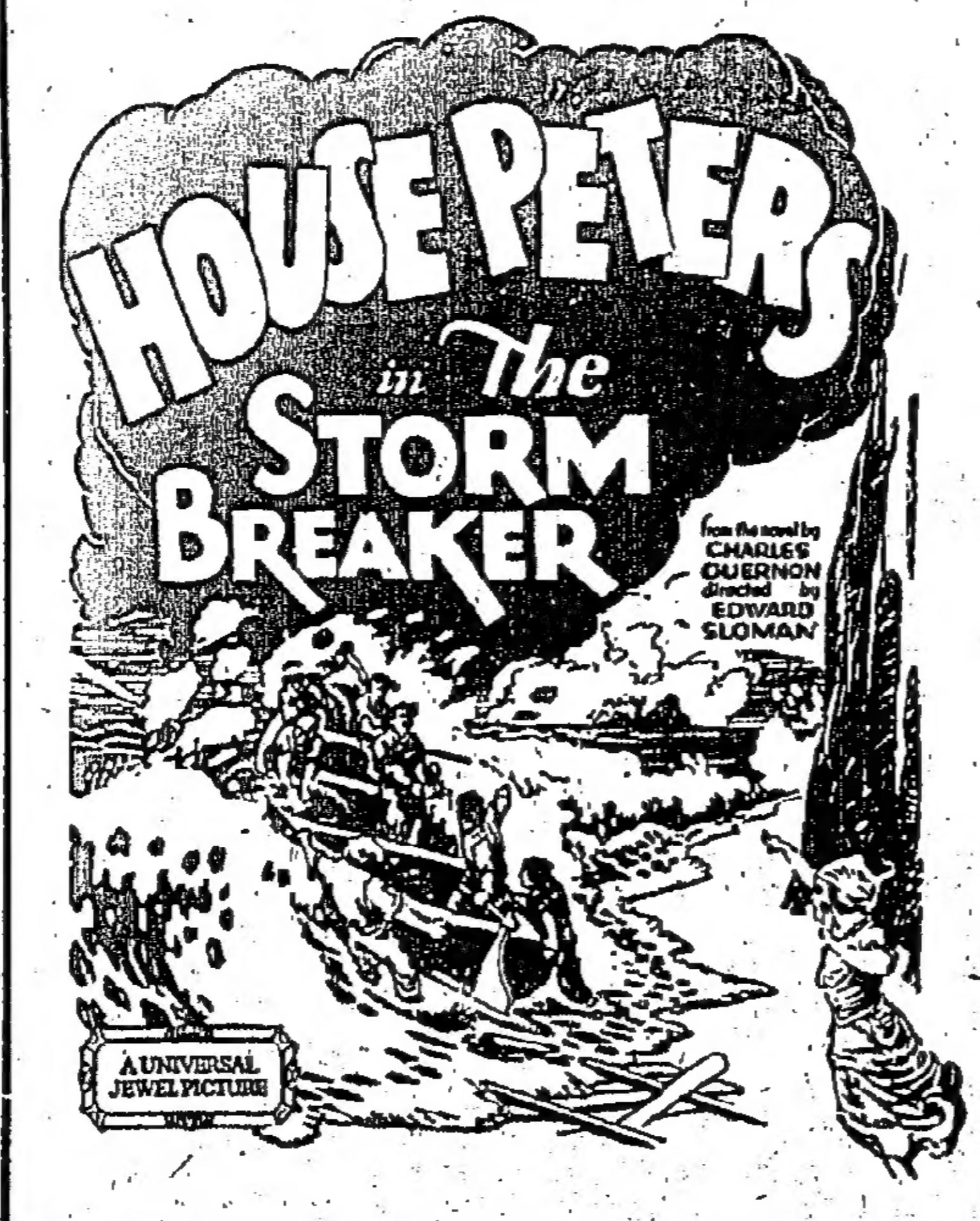
Foamite Firefoam

The United Asbestos Oriental Agency, Ltd.

2, Queen's Buildings. Tel. C. 236.

STAR

TO-DAY and TO-MORROW

LAMMERT'S
AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions from Messrs. Wing Yue Tseng to sell by Public Auction for account of Messrs. Him Yuen Cheung Kee on
Wednesday, the 6th January
1926 at 11.30 a.m.

at their Sales Room, Duddell St.,
200 New Times FONG TSZE Oi.
The Goods are now stored in
Messrs. Wing Yue Tseng's Godown, No. 402, Des Voeux Rd. W.

Terms:—As Customary.
MESSRS. LAMMERT
BROTHERS
Auctioneers

CHINA AUCTION
ROOMS.

PUBLIC AUCTION.

By Order of the Mortgagor.

Mr. E. V. M. R. de Sousa has
received instructions to sell by
Public Auction

on MONDAY,
the 4th January, 1926, at 3 o'clock
in the afternoon, at the China Auction
Rooms, 4 Duddell Street,
Victoria, Hongkong.

The Very Valuable Leasehold
Property
situate at Victoria aforesaid and
being The Remaining portion of
Inland Lot No. 1556 and The Re-
mainning Portion of Inland Lot No.
1567

In One Lot.

The property comprises the
messuages shops or dwelling
houses known as No. 244 and 246
Des Voeux Road Central and con-
tains an area of 1582 Square Feet
or thereabouts. Further particu-
lars and conditions of sale may be
obtained from the office of

Messrs. DEACONS,
1 Des Voeux Road Central
Vendor's Solicitors, or
MR. E. V. M. R. DE SOUSA,
The Auctioneer.

Hongkong, Dec. 14, 1925.

PUBLIC AUCTION.

BY ORDER OF THE
MORTGAGOR.

PARTICULARS AND CONDI-
TIONS OF SALE
of the
Valuable Leasehold Properties
Situuate at Victoria in the Colony
of Hongkong,
and known as
Section H of Inland Lot No. 151
and Section D of Inland
Lot No. 152A

Together with the messuages erec-
tions and buildings thereon
known as Nos. 9 and 11,
Prince's Terrace,
To Be Sold
In One Lot
by

PUBLIC AUCTION,

on TUESDAY,

the 12th day of January, 1926, at
3 o'clock p.m., at the China Auction
Rooms, Duddell Street, Victoria,
Hongkong,

by

Mr. E. V. M. R. DE SOUSA.

The properties consist of:

All those pieces or parcels of
ground situate at Victoria in the
Colony of Hongkong and registered
in the Land Office as Section H of
Inland Lot No. 151 and Section D of
Inland Lot No. 152A with the
messuages erections and buildings
thereon known as Nos. 9 and 11,
Prince's Terrace, Victoria, Hong-
kong. The properties are held for
the unexpired residues of the
respective terms of 92 1/2 years from
the 22nd day of January, 1919, and
99 years from the 25th day of
June, 1849, created by an Indenture
of Extension dated the 3rd day of
November, 1849, and made between
Her late Majesty Queen Victoria
of the one part and Abraham
Burley of the other part,
and by an Indenture of Crown
Lease dated the 1st day of November,
1849, and made between Her
late Majesty Queen Victoria of the
one part and the said Abraham
Burley of the other part, respec-
tively. Annual Crown Rent \$9.50
and cents 28 respectively.

For further particulars and con-
ditions of sale apply to:

Messrs. JOHNSON STOKES
& MASTER,
Mortgagors' Solicitors,

or to

Mr. E. V. M. R. DE SOUSA,
The Auctioneer.

Hongkong, December 24, 1925.

FIERCE STORMS.

BRITAIN SWEEP BY
HURRICANE.

London, Jan. 1st.
Gales and storms over Europe
are causing serious floods in many
places. An eighty-five miles per
hour hurricane swept over Britain
last night causing much damage.
Telegraphs and telephones are in-
terrupted.—Reuters.

DUTCH TOWNS INUNDATED.

London, Jan. 1.

The Burgomaster of Maastricht

has sought the assistance of the

military in connection with floods

caused by the overflowing of the

Meuse. Train services between

Maastricht and Liege are com-

pletely interrupted, and Sasvan-

gent, Zevenaar, Gouda and Zwolle

and several other places are par-

tially inundated, while the village

of Megen is completely isolated.

It is feared that the dyke near

Ravesteyn will collapse. A divi-

sion of Marines has been sent

to Nijmegen to render assistance.

—Reuters.

Evidence was heard in regard
to an incident on the 15th Decem-
ber, when, in a state of consider-
able apprehension the accused
came running in from the Ord-
nance Depot, in which he had been
working, to give himself up for
the purpose of being kept in safe
custody, complaining that he was
being threatened by a crowd of
the Surreys. This turned out to
be a mere figment of the imagination.

From his condition the
medical officer, who kept him
under observation at the Military

Hospital, concluded that he was

suffering from alcoholic poisoning

and evidence to this effect was

given at the hearing yesterday.

A number of Caswell's com-



His dance

WHEN he claims you for his dance, will you surrender your arms gracefully and gladly? Or will the knowledge of superfluous hair distress you? It is unnecessary—excusable—to allow unsightly hair to mar the clean lines of your arms. For X-BAZIN is so simple to use, so safe, so successful.

In as little time as it takes to polish your nails, this pleasantly perfumed depilatory powder or paste will rid you of every disfiguring hair—underarm, fore-arm or neck. You simply apply the powder or paste; in a few minutes wipe it off.

For over a hundred years French women have guarded their immaculateness with this dainty treatment. It does not coarsen, darken, or encourage subsequent growth; its mission is one of beauty alone.

Manufactured by
HALL & RUCKEL, Inc.
New York, U. S. A.



Send the Coupon for 10-Day Test



Gloriously Clear Teeth

Why you may already have them—and yet not realize it

Make this unique test. Find out what beauty is beneath the dingy film that clouds your teeth

DO you seriously want dazzlingly clear teeth?—teeth that add immeasurably to your personality and attractiveness?

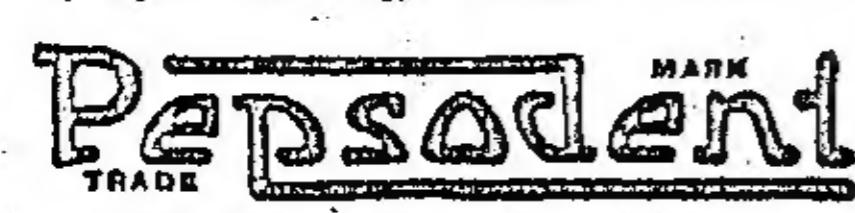
You can have them, if you wish. That's been proved times without number. But not by continuing with old methods of cleansing and of brushing.

How to gain them—quickly! There's a film on your teeth. Run your tongue across your teeth and you can feel it. Beneath it are the pretty teeth you envy in others. Ordinary methods won't successfully remove it.

That is why this test is offered. For, when you remove that film, you'll be surprised at what you find. You may actually have beautiful teeth already—and yet not realize it! Find out!

What that film is. Most tooth troubles now are traced to film. It clings to teeth, gets into crevices and stays. Germs by the millions breed in it. And they, with tartar, are the chief cause of pyorrhea and decay.

That film too, absorbs stains... stains from food, from smoking,



The New-Day Dentifrice

Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

10-Day Tube Free

THE PEPSODENT COMPANY,
Dept. Ch6-18, 1104 So. Wabash Ave., Chicago, U. S. A.

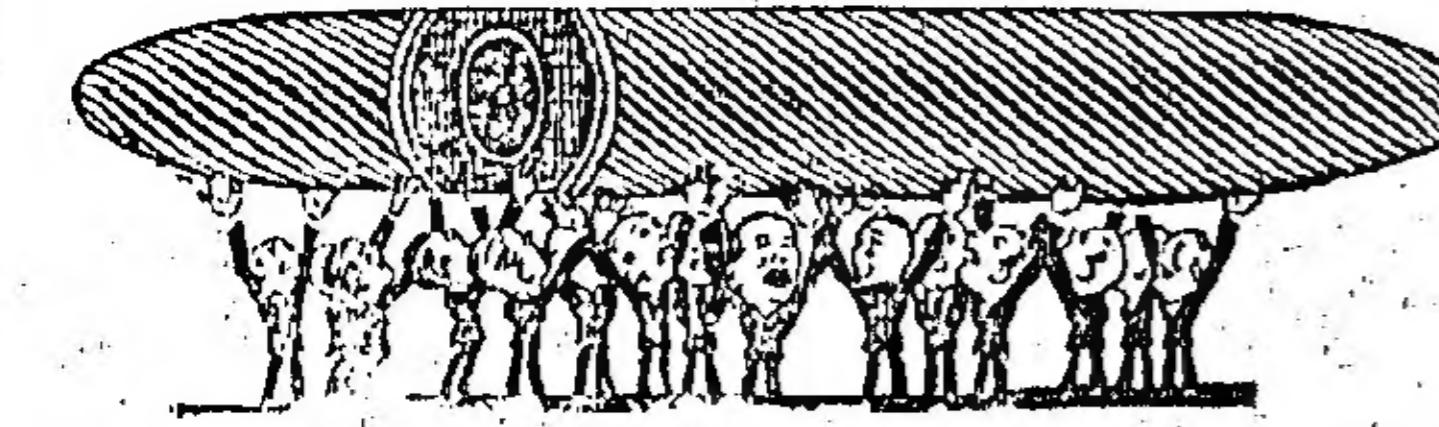
Mail 10-Day Tube of Pepsodent to

Name _____

Address _____

Give full address. Write plainly. Only one tube to a family.

GERMINAL CIGARS



Why not get a box of really good Manila Cigars! We sell superb quality at low prices. Also Cigarettes, Tobacco, Pipes and Smokers' Requisites.
Agents—
VICENTE ATIENZA & CO.
Tol. K.155. 54, Nathan Road, Kowloon.

GUIDANCE IN READING.

NEW LIBRARY SCHEME AT WILLESDEN.

A novel method of encouraging young folk to read has just been initiated at Willesden. The authorities at the municipal libraries there, finding that boys, on leaving school, lose much of their passion for reading, have determined to help them to find out what to read. They issued a handbook, compiled by the chief librarian, which touches on every writer, from Epictetus to Walt Whitman. Every boy and girl leaving school is to be presented with a copy, as a reminder of what can be had for the asking from the municipal library shelves.

"Boys are great readers—if you keep them at it," Mr. F. E. Chennell, the author of the book, explained. "The trouble is that when boys have left school they imagine they have had enough reading. The seventh standard boy often thinks he knows everything. When he is let loose in the world he finds other pleasures and recreations, and the period of good solid reading he has been doing under a schoolmaster's vigilance is ended.

"At about eighteen a youth begins to realize how little he knows, and what a great deal he must know if he is to make headway in the world. The result is a rush to the libraries and a cram to make up for lost time.

"We believe that the period immediately after leaving school is one of the most vital in a man's life. Then he has enthusiasm and an impressionable nature. Why blame him for not reading good stuff when there is no one at hand to tell him what is good and what is indifferent, and when he is too young to form his own opinion?"

"With girls the question is different. From observation, I should say there is no period in a girl's life when she is completely divorced from the sentimental or marriage theme. Some girls wander over a field as varied as boys, but generally when you find the latter swearing by Dickens, Stevenson, and John Buchan, you will find the girls already well acquainted with the work of Ethel M. Dell, Ruby M. Ayres, and similar writers, and their admiration never falters."

BUDDHA FILM.

REMARKABLE INDIAN PRODUCTION.

How a dying man was procured by a film "director," Indian assistant to "register" came at the right moment; how parents dashed in with protests at the acting of their grown-up offspring just as the camera was ready; and how men collapsed at the taking of the pictures in noon-day Indian heat, are a few of the interesting details connected with "The Light of Asia" film released in Berlin recently. This is the life-story of Gautama Buddha, performed by an entirely Indian cast on the historic scenes themselves. It is due to the cooperation of the Great Eastern Corporation, Ltd., of Delhi, and the Emolka firm, of Munich.

The Germans shipped their best "director," Franz Osten, with four photographers and assistants, and everything necessary in the way of technical appliances to take and develop pictures; the Indians did the rest. The result is less a film than a sequence of scenes showing Indian life from its most interesting angles. The future Buddha's love story and marriage is made the pivot on which illustrations of betrothal and bridal customs hang. The film ends with the young prince in beggar's garb entering upon the path of renunciation.

The strict adherence to historical fact and total disregard of all dramatic possibilities apart from this show, the scenario writer, Niranjana Pal, to be, if not the type of mind American producers are looking for, a very fine poet. The acting of Himansu Rai as Buddha is only less interesting and moving than that of Seta Devi, a fifteen-year-old girl of extraordinary beauty, as his young wife. The whole Indian "royal" family are covered with priceless jewels, lent by rajahs and maharajahs, who supplied from their palaces every one of the properties necessary.

MAORI ROCK CARVINGS.

AN IMPORTANT DISCOVERY.

Rock carvings which promise valuable revelations for Polynesian ethnologists have recently been discovered near Rotorua in New Zealand.

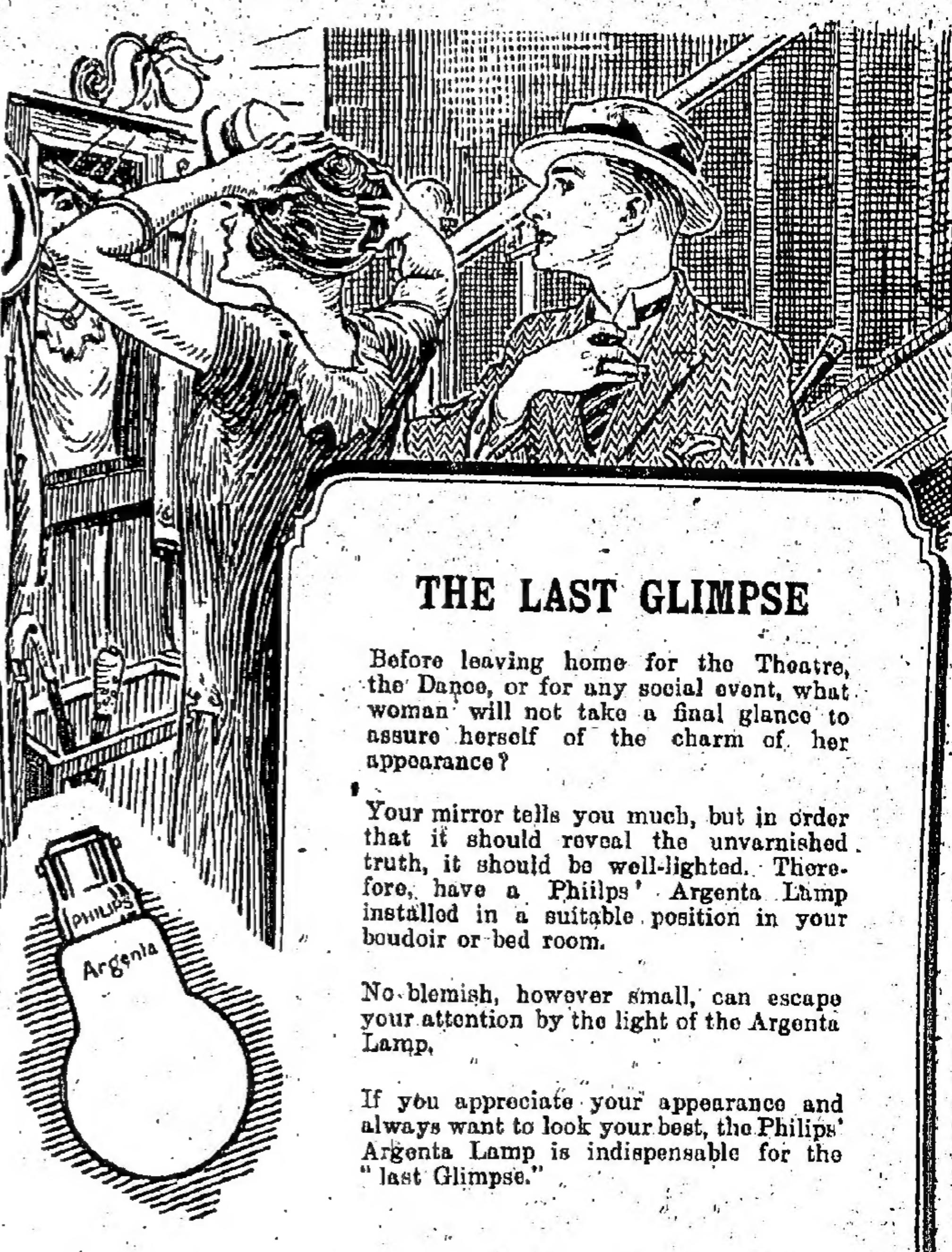
Two members of the State Forest Service working in a steep gorge on the edge of the Kaimanaro plains found a shallow cave, 4ft. to 12ft. deep, 7ft. high, and extending about 80ft. along the base of the cliff. On the back wall of the cave the carvings were found. They were rough bas-reliefs of canoes, some 30 in all, grouped in fours or singly. The canoes vary in length from 3ft. to 8ft. They have high stern frames, but forward differ from the known forms of Maori canoes in that they have a Greek or Egyptian boat on the water-line and a high projecting platform. This suggests a ramming boat and boarding platform, but in the records of Maori sea-fights there is no mention of ramming tactics.

A detailed examination of the carvings has yet to be made. All that has been uncovered hitherto is evidence of human habitation—the stones of a primitive oven and a stone pestle used for pounding fern-root. Old Maoris of the neighbourhood had no records of the carvings, nor of any people living in the locality for ten generations.

The history of the people who lived originally in the district is fairly well known. An ethnologist who has studied it, Mr. George Graham, states that the original inhabitants of the wide central area of the North Island were the Ngatiwhetu tribe, who traced their descent back to the tenth century. Their possession was disturbed some time after the Maori immigration of the middle of the 14th century, and eventually the remnants of the Ngatiwhetu were dispersed over the borders of the country of which they had once been the masters.

It is suggested that the cave became to some of them a refuge. But why, as an inland people, should they decorate their home with pictures of canoes? Perhaps it was a record of the coming of their conquerors.

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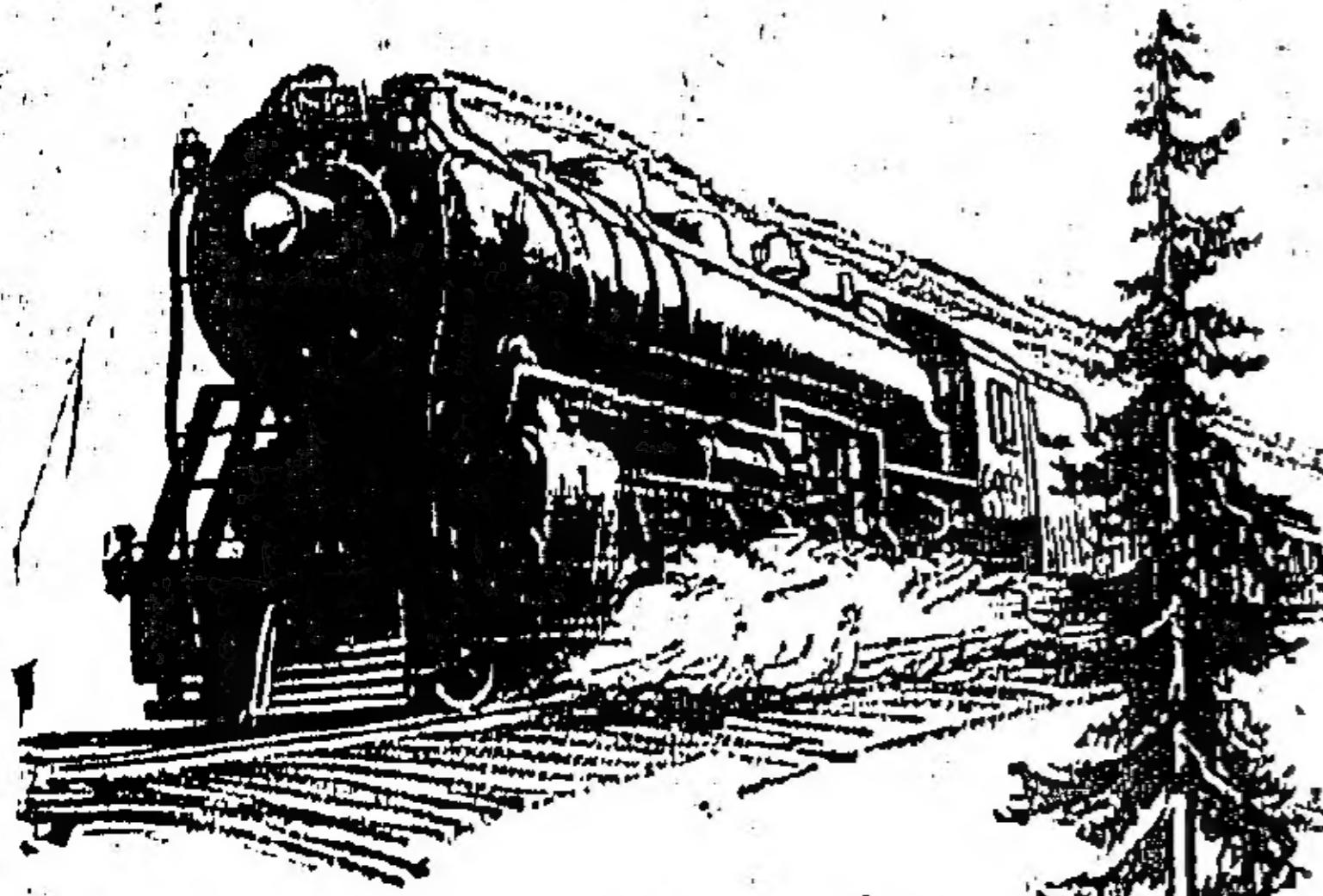
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of Prices****DO NOT MISS THIS CHANCE****AND****DO NOT FORGET TO CALL****AT****HALL, LAW & Co., Ltd.****Telephone 3217****30-32 Des Voeux Road, C.****FROM THE PROVINCES.****THE GROWTH OF LONDON
EXPLAINED.**

London is continually recruiting its strength from the provinces. But for this, the decline in the birth-rate might be considered disquieting.

During the past four years, it is reported, the number of births in London has declined on an average by about 4,800 yearly. The rate has fallen almost continuously in London during the past 50 years, the rate of decrease being about 1.42 per 1,000 of population every five years. In the same period the marriage rate has remained much the same on the average.

The report of the London County Council which contains these figures states that it is clear that there would have been a considerable decrease in the marriage rate during the past 50 years if it were not for the large increase in marriages during war years. The decline shown in the marriage rate the five years 1921-25, it is stated, is too small to have played anything but a negligible part in the concurrent fall of the birth-rate. The death-rate last year was 12.2 per 1,000, and the birth-rate 18.6. The population of the County of London is over four and a half millions.

GERMAN SUIT.**DIVING TO 500 FEET.**

The following is a description of the German diving apparatus which was rushed from Kiel in a British destroyer in the attempt to locate the lost submarine *M1*:

Considerable risk attaches to any such attempt at present, inasmuch as the apparatus has been only recently perfected, and as yet there has not been sufficient experience gained in the practical use of the equipment on the high seas to insure the divers against the many unforeseen risks and dangers that may arise, especially when heavy seas are running. The armoured deep-sea diving apparatus may be compared in its working to a submarine. It consists mainly of a rigid diving suit made of aluminium alloy, and strongly resembles in appearance a suit of medieval armour. The greatest difficulty in manufacturing the apparatus has been to make the joints perfectly flexible, so that a man can walk easily, use his arms freely, and at the same time be able to stand a pressure up to 25 atmospheres, which would correspond to the pressure of a depth of 750 ft. Practical use of the apparatus has been made up to a depth of 500 ft. Attached to the outside of the apparatus are several tanks, which are filled with water in order to give the necessary weight to the diver. When he wants to rise these tanks are blown out by means of the compressed oxygen stored inside and controlled by the diver. The internal mechanism also resembles a submarine in many respects.

The diver does not depend on any air from above, as he has with him a sufficient quantity of oxygen to last for three hours. The carbonic acid exhaled is absorbed by special cartridges, as used in submarines. An important and special feature of the new apparatus is that the diver always has a normal pressure of one atmosphere, while the pressure of water increases by an atmosphere of every 30 feet in depth. The diver working at a depth of 500 feet, as practical trials have proved, does not suffer any inconvenience, and comes out of the apparatus as fresh as he entered it. The diver in the ordinary rubber suit, requires about three-quarters of an hour to be lowered or raised slowly in order to enable his body to adapt itself to the increasing or diminishing pressure. The new apparatus can go down to a depth three times greater in two minutes, and can come up at the same speed. The diver retains communication with the vessel from which he descends by means of a steel cable sufficiently strong to raise and lower him. This cable contains three independent telephone wires. In case the connecting cable should become entangled in some obstacle and the diver is unable to clear it he can detach the cable from inside the apparatus and rise to the surface independently by blowing out his tanks with the compressed oxygen.

IRISH GOLD FINDER.**PIONEER OF SOUTHERN
ELDORADO.**

"It was water the dorned cuss was seekin; and his luck made him certain to miss." — Bret Harte.]

Days of romance and squalor, of the fevered quest for gold ending now in dazzling success, now in failure, disease and death, are recalled by Reuter's Melbourne correspondent's announcement of the death of Mr. Patrick Hannan (writes a *Daily Chronicle* representative).

Born 42 years ago at Quin, County Clare, Hannan went to Australia 20 years later.

For years he prospected for gold with indifferent success in Victoria, New Zealand, Queensland, New South Wales and Tasmania. In 1889 he went to Western Australia, and four years later came his great find.

CHANCE AND LUCK.

Like so many prime discoveries, it was the result of an accident. Hannan and his close friend and partner, Flannagan, were members of a small party going out to Mount Youle to look for gold.

Through want of water, the party camped at Mount Charlotte for a couple of days, while the teams returned to Coolgardie for a fresh supply.

Rain fell in the meantime, and the main party pushed on, leaving Hannan and Flannagan to wait for the teams.

Flannagan, while looking for the horses and the water supply, found some nuggets, and induced Hannan to remain with him instead of following the party to Mount Youle.

In a few days the two of them

RADIO "ROBBERS."**JAPAN TO FIGHT THE
PIRATES.**

Osaka, Dec. 8.—"Stealing the air" is a new misdemeanour in Japan and one which is causing much annoyance to radio broadcasting companies. One company in Osaka recently estimated there were 10,000 "radio-robbers" stealing its programmes.

In Japan every radio set is supposed to be listed with the government. The broadcasting companies are permitted to charge a small fee for their programmes. This fee averages around two yen per month. That many thousands of radio users are escaping this fee is the belief of the authorities who have started a campaign to weed out the "robbers." — *Associated Press*.

had collected over 100 ounces of gold.

THE RUSH AND AFTER.

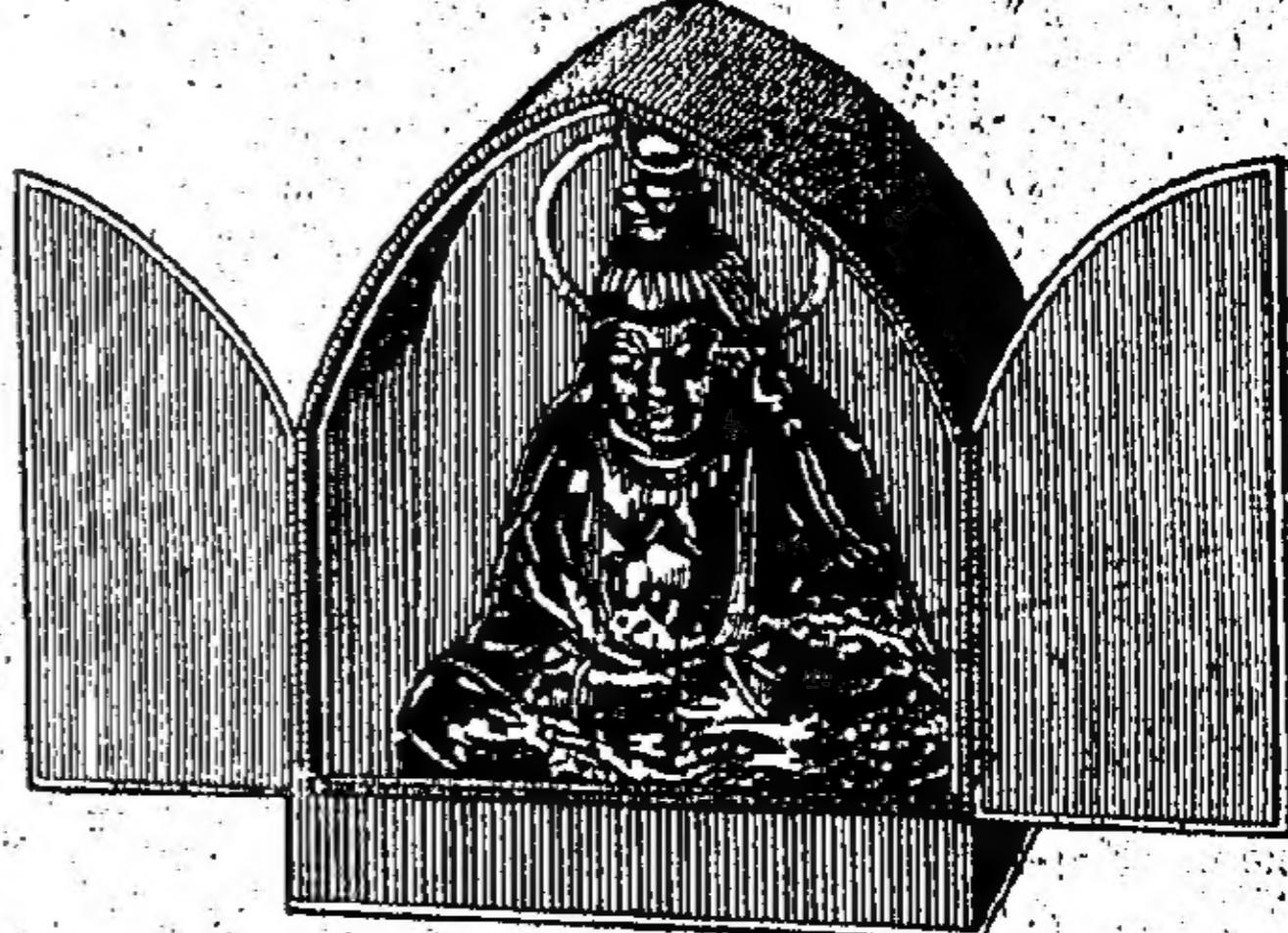
Hannan returned to Coolgardie to demand his reward—a free "claim" given by the Government to successful discoverers of gold—and immediately the rush began.

Water was scarce and typhoid was soon rampant. A few miners "struck it rich" and cleared out quickly; thousands of others died of disease and privation.

Flannagan died a few years ago.

Hannan has apparently been living in retirement in Melbourne for many years past.

Though apparently not in want, he does not seem to have amassed great riches, in spite of his great discovery.

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LARGE CITIES IN CHINA****LIGGETT & MYERS TOBACCO CO.**

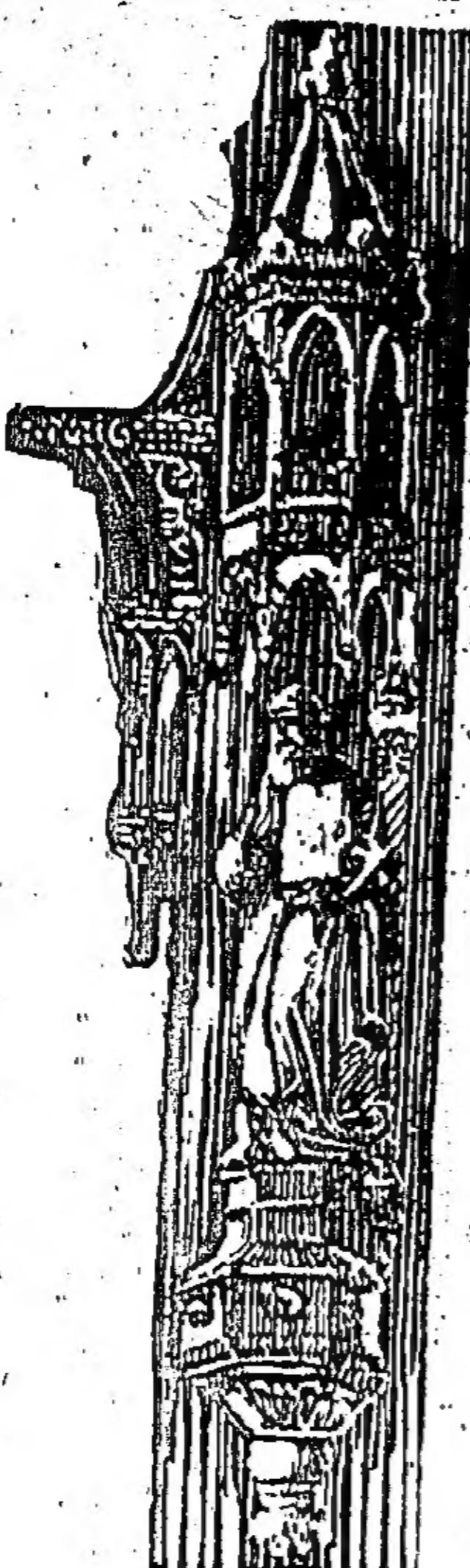
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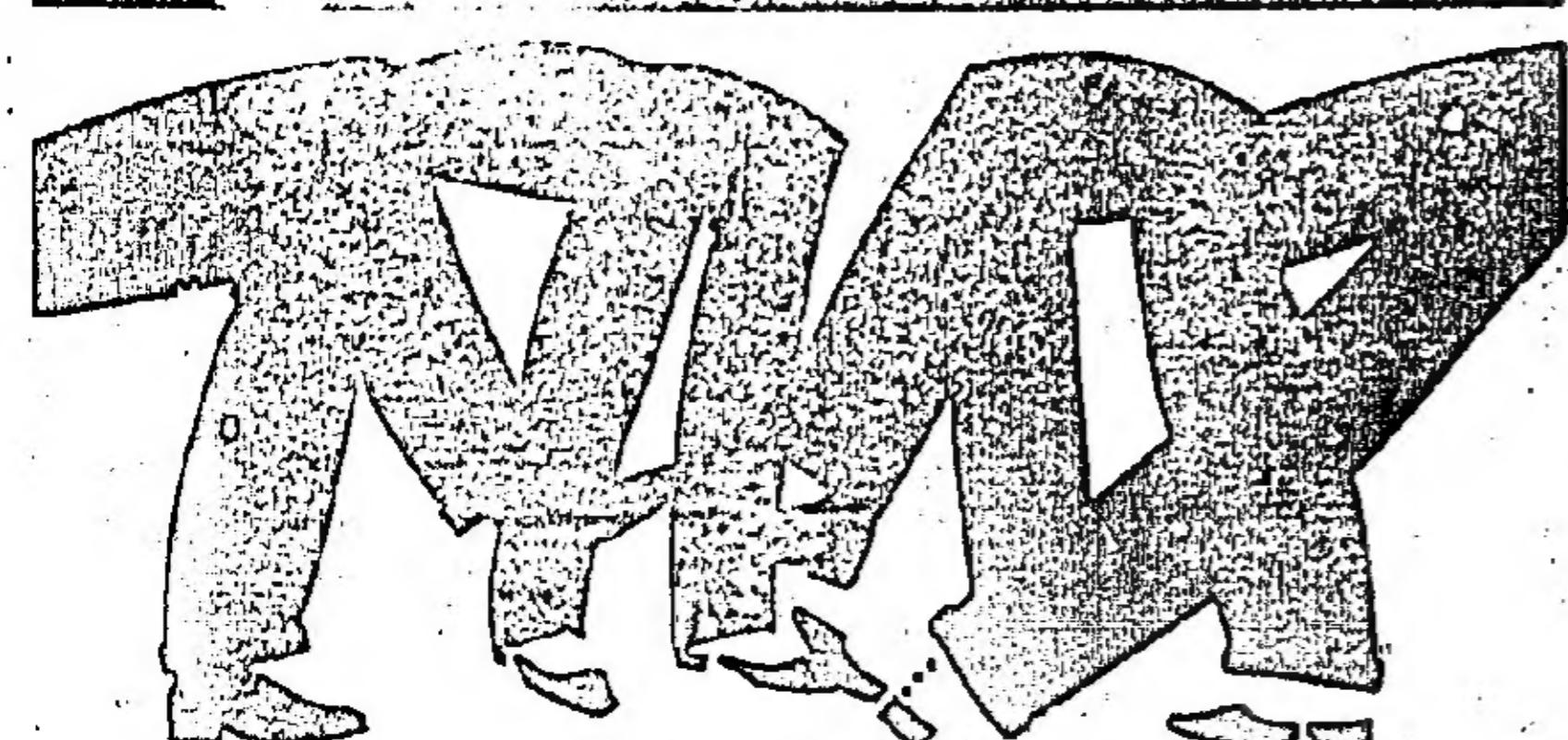
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Four Sandy Macs please

For many years had the Four Cronies of the Exclusive Club led the fashion in drinks, calling for their "Scotchs" and "Scotchs and Sodas."

Inasmuch that when a Tall Tanned Stranger called for a "Sandy Mac," whiskers wagged, papers rustled, and eyebrows rose among the Four.

Until they marked the way he drank. And observed the deference of George who served it.

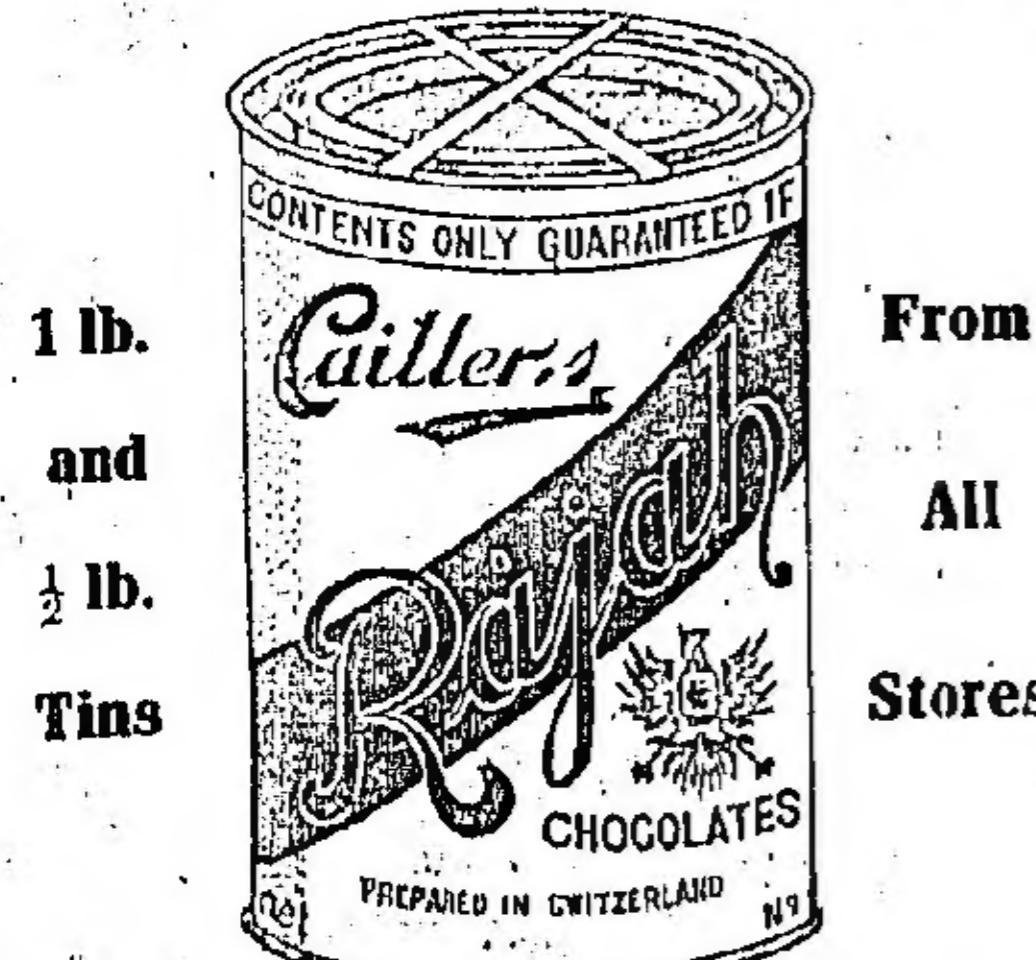
Thereafter they whispered with George. Then amongst themselves. Later the senior Crony—a Purple Colonel—called in a clear voice "Four Sandy Macs, please."

So men learn.

Sandy Macdonald Scots Whisky

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FOR THE DINNER TABLE

LONELIEST MAN.

MOST NORTHERLY HUT IN BRITAIN.

A little wooden hut on the top of the rocky crags of Herma Ness, the most northerly headland of Unst, the most northerly inhabited island of the Shetlands, is the summer home of the loneliest man in Great Britain.

He is Mr. Henry Edwardson, who for 37 years has been a devoted bird watcher at this bleak isolated spot, now a sanctuary for the great skua (a species of gull) and other sea birds.

For five months each year he has the distinction of being the most northerly inhabitant of the British Isles, with the exception of the lighthousemen of Muckle Flugga, on their rocky perch half a mile away.

There, in a little cliff-top hut overlooking the wild Atlantic, Mr. Edwardson has spent every spring and summer since 1888 watching over the great skuas, and saving them from threatened extinction at the hands of egg collectors and skin hunters. The sea birds are his only companions.

NO POSTAL SERVICE.

There is not even a footpath within a mile of his hut, and he never receives a visit from the postman, for the northern limit of his Majesty's mails is Harolds-wick, a village some miles south.

Once a week his isolation is relieved by a visit from his daughter, who brings his letters, newspapers and a supply of food.

Until two years ago he had to live an almost primitive existence in a tiny, storm-beaten, ramshackle hut. The crude shelter was too small for him to lie down in, or to contain a bed, and all his cooking had to be done in the open-air.

But in 1923 the Royal Society for the Protection of Birds, by whom he is employed, built an up-to-date hut where he now finds life more pleasant, though still as lonesome.

In 1888 he was appointed guardian of this colony of skuas by the Edmondstons of Unst and 19 years ago the society made him one of their watchers.

Owing to wholesale destruction by collectors, there were only five pairs of breeding birds at Herma Ness in 1888. But, these enemies scared off by Mr. Edwardson and the Wild Birds' Protection Act, the skuas have prospered, and last year the colony had grown to over 200 nesting birds and many others without immediate matrimonial intent. In addition, the surplus stock has spread to the neighbouring islands.

BIRD FRIENDS FOR 30 YEARS.

Such is the homing instinct of this bird that one pair, which became practically tame with Mr. Edwardson, returned regularly to nest for 30 years, and the partnership was dissolved only last year by the death of the female bird from old age.

In the autumn and winter, when his watch is over, Mr. Edwardson returns to the civilisation of Harolds-wick, the most northerly village of the British Isles, where he follows his occupation as a shepherd.

Last year, on his 70th birthday, the society presented him with its silver medal in recognition of his long and faithful service. In spite of his years he has no intention of deserting his feathered friends on the lonely headland.

Only two other watchers of the society have received the silver medal, Mr. Isaacs, of the Isle of Wight, and Mr. Austen, of Dungeness.

LONDON "ZOO" ITEMS.

IMPROVEMENTS AT THE REPTILE HOUSE.

A new Reptile House, which is to be begun at once, will form the second stage in an extensive improvement of the Zoological Gardens, says the *Times*. The first stage, the construction of the Monkey Hill and the Experimental Monkey House, was carried out this year. The third stage consists of the transformation of the present Reptile House into a Small Bird House, and the building of a Parrot House and of outdoor aviaries on adjoining sites. The final stage, the erection of a large house with outdoor cages for all the apes and monkeys now scattered through the Gardens, will be the most costly, and must follow the others. The Reptile House now to be replaced was opened in 1883, the cost being not mainly from the enhanced revenue due to public concern over the sale of "Jumbo." Since then knowledge has increased of the requisites for keeping reptiles in captivity, and the experience gained by the Zoological Society's officers has been embodied in sketch plans, which have been handed to Mr. Guy Dawber, President of the Royal Society of Architects, for his professional treatment.

WAR ON RATS.

Rats are a perpetual trouble at the Zoo, using up the food, damaging flowers, making holes in buildings and the ground, and do not help to spread disease. Most of the animals seem to tolerate them, but they kill a certain number of young birds and mammals. They also attack from the surrounding houses many cats, which, in their turn, do occasional damage. But the Zoo is tolerant of cats; some intruders are well known and encouraged because of their prowess against rats, as, for example, a white cat belonging to a well-known Civil servant, which spends most of its time in the Gardens and goes regularly to the store yard for a ration of milk. Many years ago there was great disturbance at night in the Elephant House, the elephants screaming in rage and fear. Old Barlett, who was then superintendent, after much careful watching, discovered that rats nibbled the feet of the elephants, causing pain and serious injury to them.

In the first nine months of this year 4,040 rats were taken by traps, killed by dogs in the early morning or at dusk, or shot in the Gardens and used as food.

FOOD SOURCE.

Many of the snakes, some of the large lizards, the smaller crocodiles and alligators, and even some of the large frogs take the dead rats, the Reptile House being the chief consumer. Next come the birds of prey—eagles, vultures, and the various species of owls. Very few of the mammals are given them.

The use of poisons at the Gardens is not practical, as it is always possible that animals might be damaged by eating poisoned bodies or even by taking the bait. Occasionally, however, a clearance is made of some special area by putting down quantities of one of the "virus" preparations. Last month, for example, the Mappin Terraces and the area round the Aquarium were treated; and temporarily, at least, seem to have been cleared of rats. By an accident one of the Polar bears got hold of a bucket of the bait, ate it, and was none the worse.

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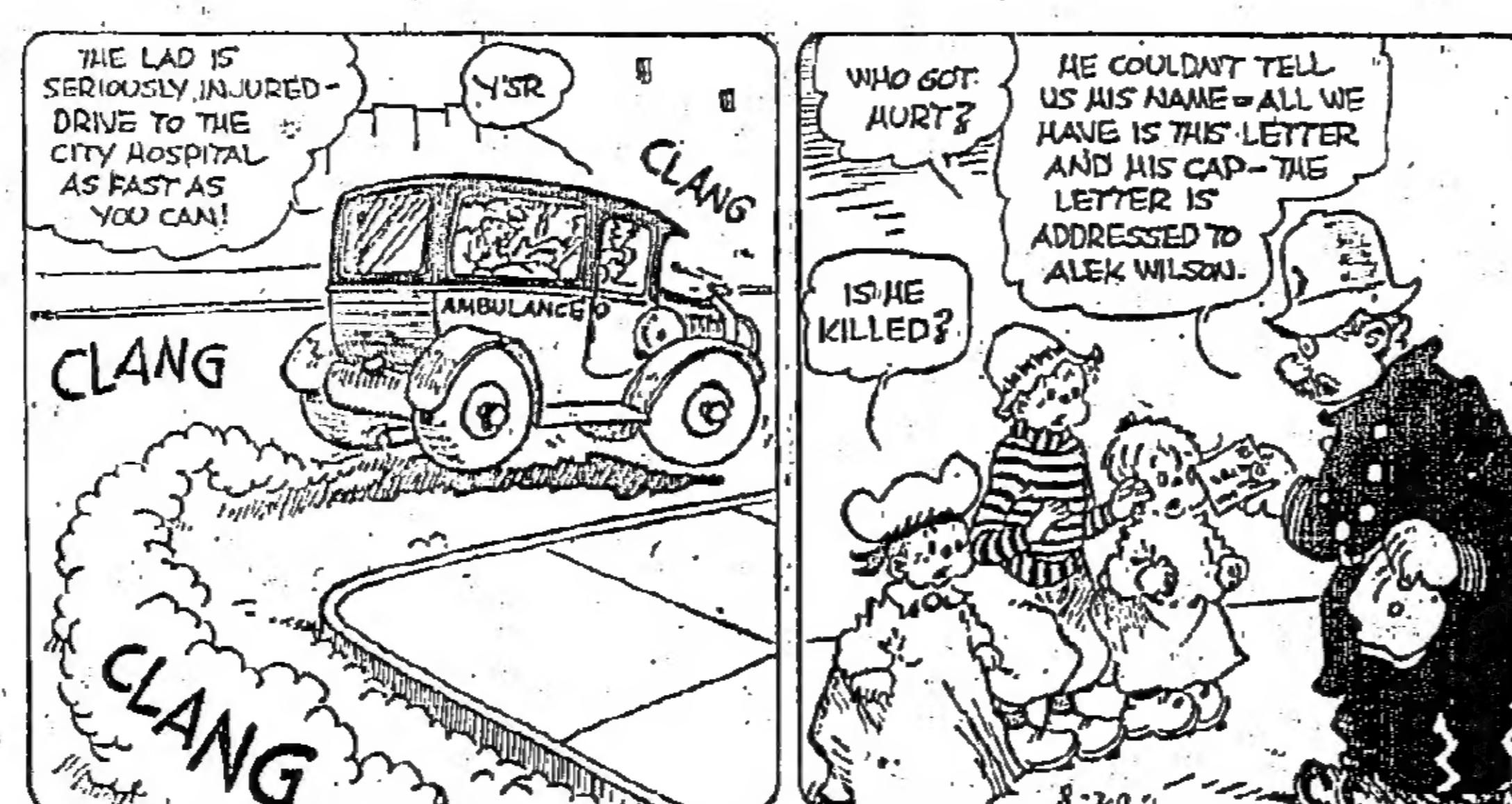
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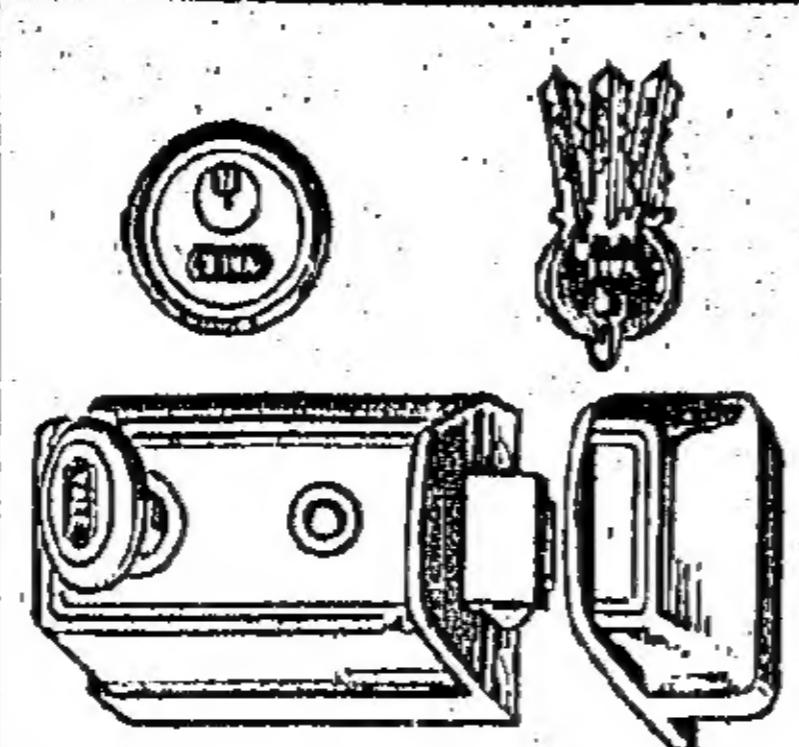
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SHOW ME RELIGION NOT AT
THE SEASON OF HEARING, BUT AT
THE SEASON OF PRACTICE.—S.
Chrysostom.

It is notified that the name of
the Mutual Bank of China, Ltd.,
has been struck off the Register.

The Colony's credit balance at
the end of September was \$11,
295,963, compared with \$11,957,
558 at the end of August.

The Chinese friends of the Hon.
Mr. A. G. M. Fletcher are entertain-
ing him to farewell dinner
at the Yee Wo Restaurant on the
7th instant.

Lieut.-Col. S. Boylan Smith,
D.S.O., O.B.E., M.D., R.A.M.C.,
has assumed the duties of Senior
Medical Officer, China Command,
from Lieut.-Col. F. G. Fitzgerald,
D.S.O., R.A.M.C.

We are informed that in conse-
quence of the fire at the Hong-
kong Hotel, Messrs. Lang, Craw-
ford's ladies' department will for
a few days be transferred to the
firm's jewellery department.

To the list of medical practi-
tioners has been added the name
of Dr. Tsoung Fat-im, 25, Hill
Road, Hongkong, Bachelor of
Medicine and Bachelor of Surgery
of the University of Hongkong.

The marriage will take place
at St. Andrew's Church, Kowloon,
at 3.30 p.m. to-day between Mr.
Andrew Wallace Harper and
Miss Elizabeth Mary Mahony
who arrived in the Colony yester-
day by the s.s. Empress of Russia.

The case in which a Chinese
fisherman was charged with the
murder of an Indian constable
concluded at the Criminal Sess-
ions on Thursday evening just
after seven o'clock, after an eight
days' hearing. The accused was
found not guilty and acquitted.

The Committee of Taikoo Club
are holding a concert on Monday
evening, 4th January, at 8.30 p.m.
The programmes will be provided
by the Jumbies Concert Party
and Orchestra of the Empress of
Canada, and proceeds of collection
will be devoted towards the
M. 1 Submarine Disaster Fund.

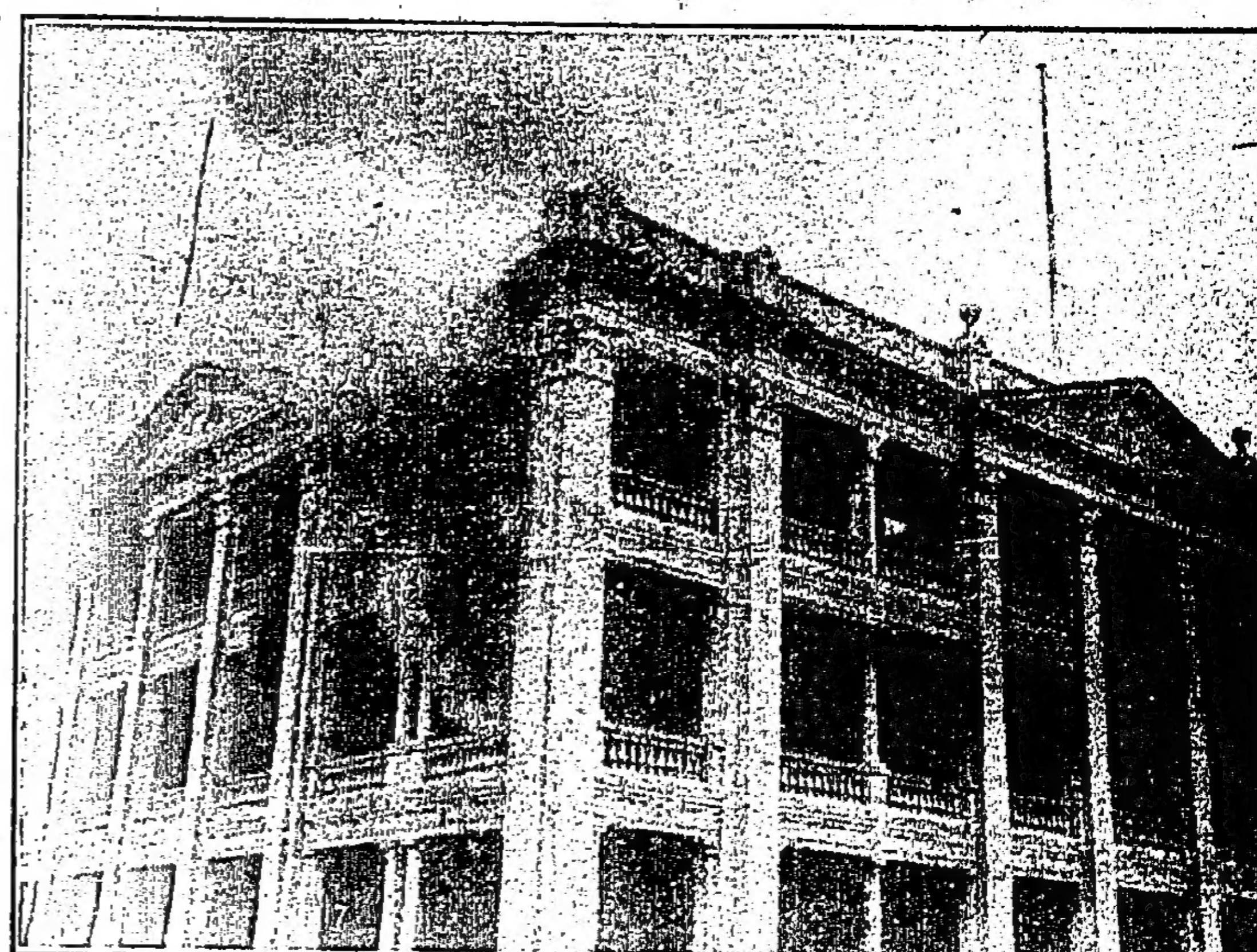
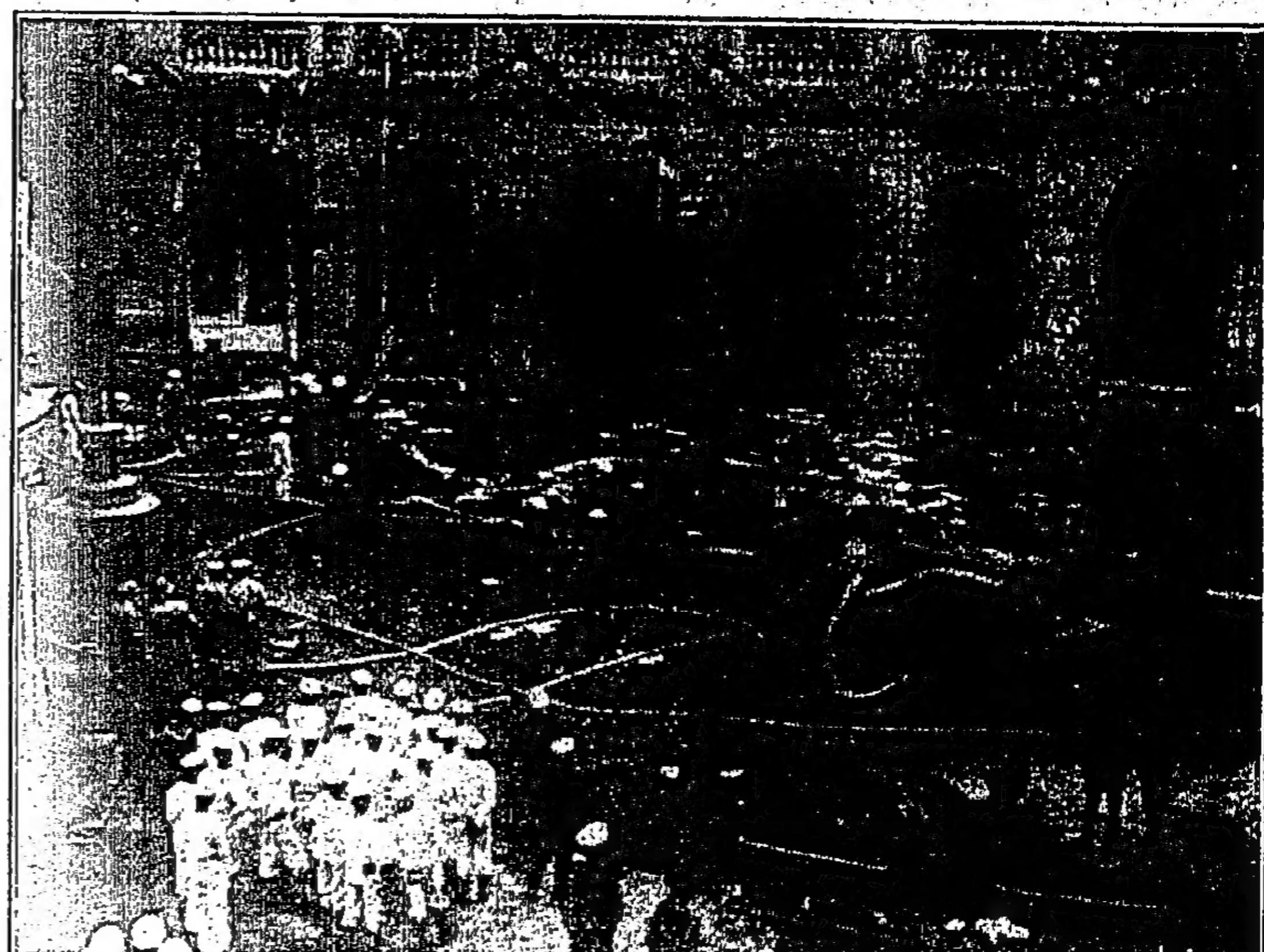
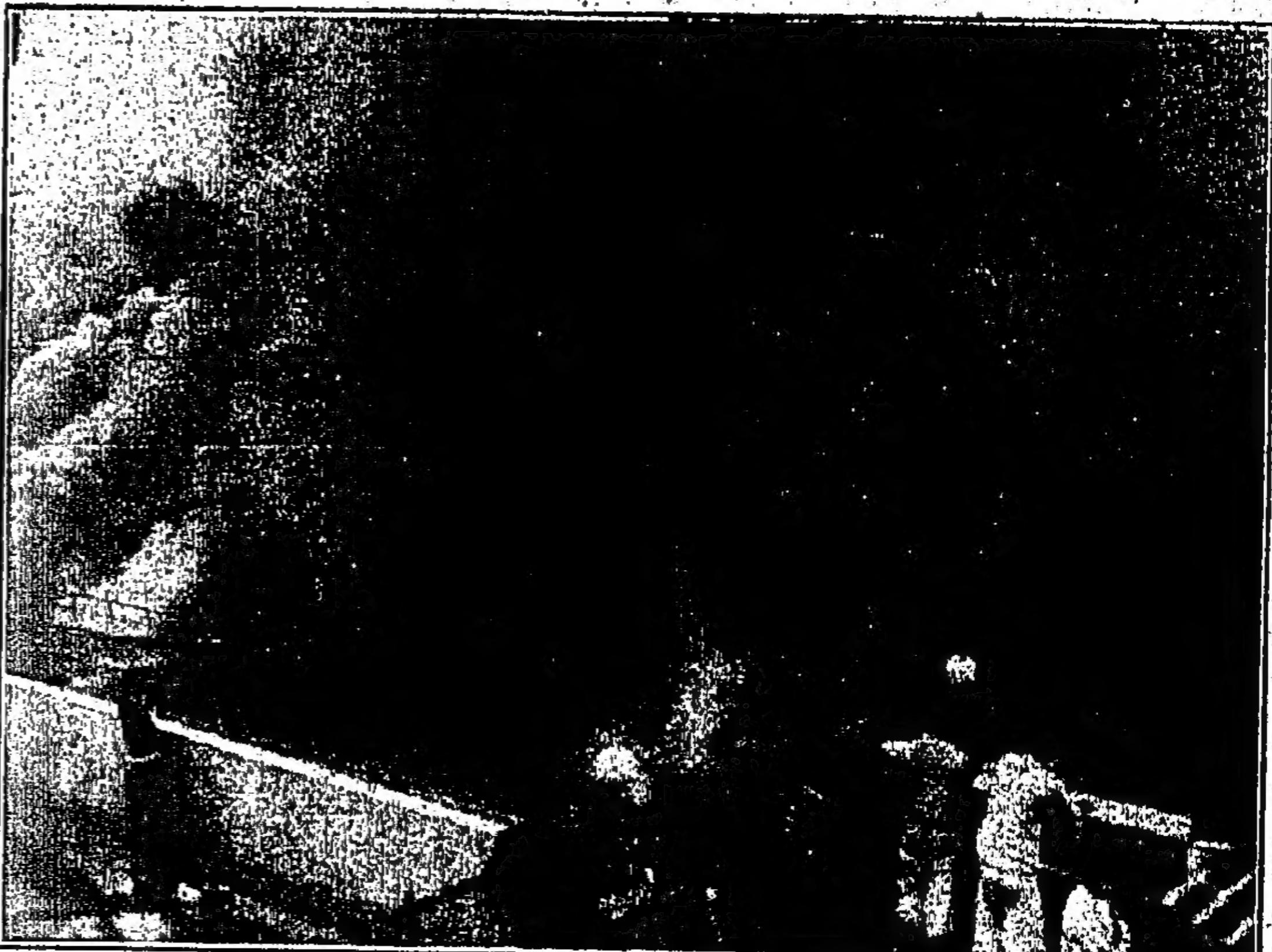
In relation to the firework
factory disaster at Macao, our
correspondent writes to say
that about 700 people were
at work when the explosion
occurred. Of these, it is estimated
that fully two hundred lost
their lives, although great difficulty
is experienced in identifying or
even counting, owing to the force
of the explosion scattering victims
mangled remains for some con-
siderable distance. Splendid work
was done by the E.T.M. motor
buses, by which the wounded
were hurriedly transported to
hospital.

unless care be taken to prevent its
giving rise to a fly nuisance, has
been known to be, and will con-
tinue to be, a grave source of
danger. The substitution,
wherever possible, of water-flushed
public latrines for former
"dry" latrines is put on record as
being a step towards the reduc-
tion of the chances of infection,
as also in the installation in pri-
vate houses of water-closets to
replace the "bucket" privies
formerly found in nearly every
house.

Much has without doubt
been done, by the provision of
more public water supplies and
the installation of water closets,
to keep the disease in check, but,
as Dr. Pearse rightly points out,
there will always remain the
necessity of paying heed to the
canons of domestic hygiene. It is
here that residents can take their
own precautions and incidentally
co-operate with the authorities in
helping to keep down the disease.

It is not sufficient to rely solely
in these matters, on the automatic
benefits which accrue from
Government measures. We each
and all have a responsibility to
ourselves and our neighbours,
and, in the interests of the Colony
generally, we should strive to do
our part towards the safeguard-
ing of public health.

THE HONGKONG HOTEL FIRE.



Above are pictures taken during the big fire at the Hongkong Hotel yesterday. Top
photo shows dense volumes of smoke and flame bursting through the roof. Central photo
depicts firemen and naval ratings at work on the Des Voeux Road side. Bottom photo
shows the fire bursting through the fourth and fifth floors. (Photos: Leo Cheung)

WU PEI-FU.

CONTACT WITH CANTON
GOVERNMENT.

The report is current in official
circles that Wu Pei-fu's special
representative, Mr. Poon Chan-fa,
has arrived at Canton, bearing a
message to the effect that Wu Pei-
fu has approved of the four principal
points announced in the recent
manifesto of the Kuomintang
that is, namely, to form a
Nationalist Government with the
consent of the people; to call a meet-
ing of the people at the earliest
possible time; to agree upon a
Constitution at the meeting; and
freedom of assembly and of ex-
pressing opinions by speech and
through the medium of the press
and circulars to be embodied in the
Constitution.

It is said that the special repre-
sentative is negotiating with the
Canton Government the working
basis of an agreement.

THAT \$75,000.

MAY BE RETURNED
TO SHANGHAI.

Peking, Jan. 1.
It is officially reported that
the Foreign Office has wired to the
Commissioner of Foreign Affairs in
Shanghai instructing him to return
the Municipal Council's cheque for
\$75,000 in connection with the shoot-
ing affair.—Reuters.

PEKING PRESIDENT.

EXPECTED TO RETIRE.
Peking, Jan. 1.
Chinese circles report that Tuan
Chi-kuo is pessimistic regarding the
situation owing to the death of Hsu
Shih-cheng and is desirous of re-
tiring shortly. Some of the vernacular
papers state that he is retiring
on the 15th inst.—Reuters.

"LITTLE HSU'S"
MURDER.

NO ARREST MADE.

Peking, Dec. 31.
Considerable comment has been
aroused by the fact that Lu
Cheng-wu has not been arrested
for the killing of Hsu Shih-cheng.
Lu is stated to be staff officer of
the First Kuomintang Army and
to have been accompanied by a
body of troops at the time of the
assassination. It is understood
that the Chief Executive's head-
quarters are sending a coffin and a
General's uniform for the bringing
back of the remains to Pek-
ing.—Reuters.

Appearing before Mr. R. E.
Lindell, at the Central Magis-
tracy this morning, on charges of
breaking into the Taikoo Sugar
Refinery and stealing a quantity
of personal effects from a labor-
atory boy; a Chinese was sentenced
to three months' hard labour. To
this was added a further nine
months on conviction on another
charge of snatching from a Chi-
nese woman.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 2nd. January, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)

CURRENT COMMENT

A Good Resolution.

Voluntary work is notoriously arduous. And yet it has to be admitted that those who either directly, or indirectly, benefit from the voluntary labour of public-spirited organisations, are not infrequently lacking in appreciation. At the moment we are referring to the Hongkong Automobile Association, which, although boasting good membership, should receive the wholehearted support of every private owner of a motor car or motor cycle. The number of automobiles has greatly increased in Hongkong during the last year, but it has to be admitted that a correspondingly large increase in membership of the H.K.A.A. has yet to be recorded. Quite possibly many of the newcomers to the ranks of the Colony's motorists are unaware of the work which the Association is carrying on. To all such we would point out that the care of motorists generally is directly due to the H.K.A.A. There are many other aspects which tend towards making the lot of the local motorist easier, and we would take the present opportunity to urge every car or cycle owner who has not yet joined up, to fill in the coupon which appears on this page, and thus show appreciation and give encouragement to such a necessary and useful organisation.

20,000,000.

The message received through Reuter during the week that there are over 20,000,000 motor vehicles registered in the United States, is a wonderful tribute to the industry concerned. To America must be given the credit for bringing the automobile within the reach of people of moderate means, not only in her own country, but in every corner of the world. In the early days of the motor vehicle, it was perhaps only natural that a certain risk attended the purchase of one—a risk that trouble was being brought instead of pleasure. Nowadays, the prospective owner not only has a remarkably wide range of cars to choose from, but he also has an assurance that service and reliability will definitely be given him. We are rightly proud of the reputation of British machines, and there was a time when, from the point of view of reliability, British motor vehicles were accepted as the world's standard. That same quality still rules in the British industry, but other countries have since emulated the British example of thoroughness, realising that quality must not be sacrificed to price. It is because of the reliability of the modern automobile that such a stupendous figure as that given above, should be recorded.

MORE AUTOS FOR QUEBEC.

More than 100,000 automobile licences have been issued from the Quebec automobile bureau in the present year. When statistics are compiled at the end of the year they are expected to exceed previous figures.

STAY IN THE TRAFFIC
LINE, YOU WILL
SAVE TIME AND A
POSSIBLE FINE.

MANY AUTO THEFTS.

Automobile thefts' number on the average of 25 cars a day in Los Angeles and the car thief is increasing at the rate of 20 per cent. in surrounding cities.

MORE MILES FROM TYRES.

Tyre mileage has almost doubled, due to improved tyre construction during the past seven years. This cuts the average consumption of tyres almost in half.

For Health.

As an aid to health, the automobile is unquestionably of the greatest assistance. Especially in such a climate as we have in Hongkong is it advisable to get out in the fresh air whenever possible. The motor car alone solves this problem, for those who own one are enabled to counteract the wearying effect of hot days, by taking a spin through delightful scenery in the cool shade of the evening. Doubtless, with the much lower prices now ruling, many more residents will take up motoring before the next hot season arrives.

A Super Buick.

The Buick Factory has decided on an interesting experiment, which has proved remarkably popular. It is the production of a special model on which no expense is spared—super-Buick, intended for people who demand the very last word in luxury cars without giving a thought to the price. Only two of these models are turned out each week, and a special staff of experts is engaged in producing them. We should have thought that the standard models of these popular cars would have satisfied the most exacting purchaser, but apparently some people like to know that their particular car is in some way different to the general run, because in spite of the greatly increased price, many buyers have made application for one of these super-automobiles.

Stunting.

During the week, a report appeared in the press of an accident which befel three Chinese youths and a motor cycle. It would appear that a new form of stunting has arisen, which, but for the danger to traffic and pedestrians, might well be ignored, because playing monkey tricks with a motor cycle, will sooner or later bring its own punishment. The three tricksters in question, will probably think twice before they again experience the unpleasant sensation of swallowing a few pints of Hongkong's harbour.

The "Essex Six."

It is not surprising that a strong local demand has arisen for the "Essex Six." Since these cars first arrived in Hongkong, ample demonstration has been given of their ability to "stand up" hard work, and with the trying nature of our roads, it only takes a month or two to find out weak points. The amount of attention these cars need, even after a year or more of regular use, is negligible, and this fact being the universal verdict of owners, is doubtless responsible for the present demand. The price, of course, is almost absurdly low.

PERMANENT SHOW.

INAUGURATED IN PARIS.

The omission of the Automobile Salon in Paris this year and the great success of private shows organized by individual firms along automobile row has given birth in Paris to a new idea in a permanent show which has just opened and which has been attracting many visitors. The permanent exposition inaugurated at the Saint-Didier show rooms, 2 Rue des Sablons, in without an equal anywhere in the world. Fourteen makes of cars are on display the year round—including one American make—the Chrysler.

MCKENNA DUTIES.

AFFECT FOREIGN IMPORTS.

While in the first three months since the McKenna duties by the United Kingdom became effective, United States exports to the United Kingdom have amounted to slightly less in value than in the corresponding period last year, the total export value of the goods affected by the tariff has been larger. During July and August, 1924, motor cars imported into the United Kingdom were valued at \$747,506, and during the same months this year \$1,760,060.

U.S.A. PRODUCTION.

Production of motor vehicles in October in the United States reached the unprecedented total of 454,327, the highest of any month in the history of the industry, and a gain of thirty-six per cent. over September.

Chrysler sales in the first nine months of this year have been 180 per cent. higher than for the same period of 1924.



A GREAT INJUSTICE.

One horse-power. Sixty horsepower. — Pele Mele, Paris.

14/40 VAUXHALL.

LATEST IMPROVEMENTS.

Considerable improvements have been made this year in the 14/40 Vauxhall, the full benefit of which has been enjoyed by buyers of the new cars during the last few months. The narrow body is replaced by one unusually roomy; a homogeneous design of four-wheel braking, with a massive tubular front axle bored from solid steel, is provided; and engine balance is brought as nearly as can be to perfection by means of the new balanced crank-shaft.

The 14/40 Vauxhall in its current form is not only a very solidly built car (the "Princeton" touring car weighs 24½ cwt.), but it is also a large one for its horsepower, and as it is fast and lively with an exceptionally good power-to-weight ratio, its appeal is extended to those who desire full body accommodation in a car of this size, while it continues to satisfy those who look for its already well-known qualities of performance.

1926 CARS.

The outstanding topic in motor circles just now is the Olympia Show. In its four special show issues, dealing specifically with accessories, the buyers' guide for 1926 models, the show forecast and guide and the Show report, *The Autocar* affords the fullest possible description of 1926 models for overseas readers who obtain and file these four numbers for future reference.

If you are not already a member of
THE HONGKONG AUTOMOBILE ASSOCIATION

— fill in this form and send it to the Honorary

Secretary:

MR. P. M. HODGSON

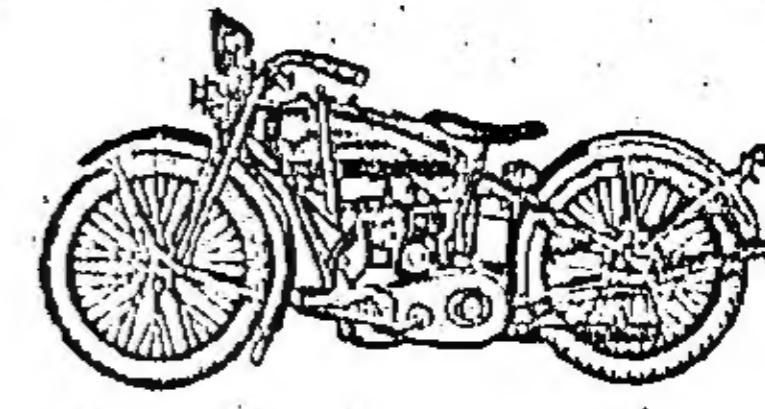
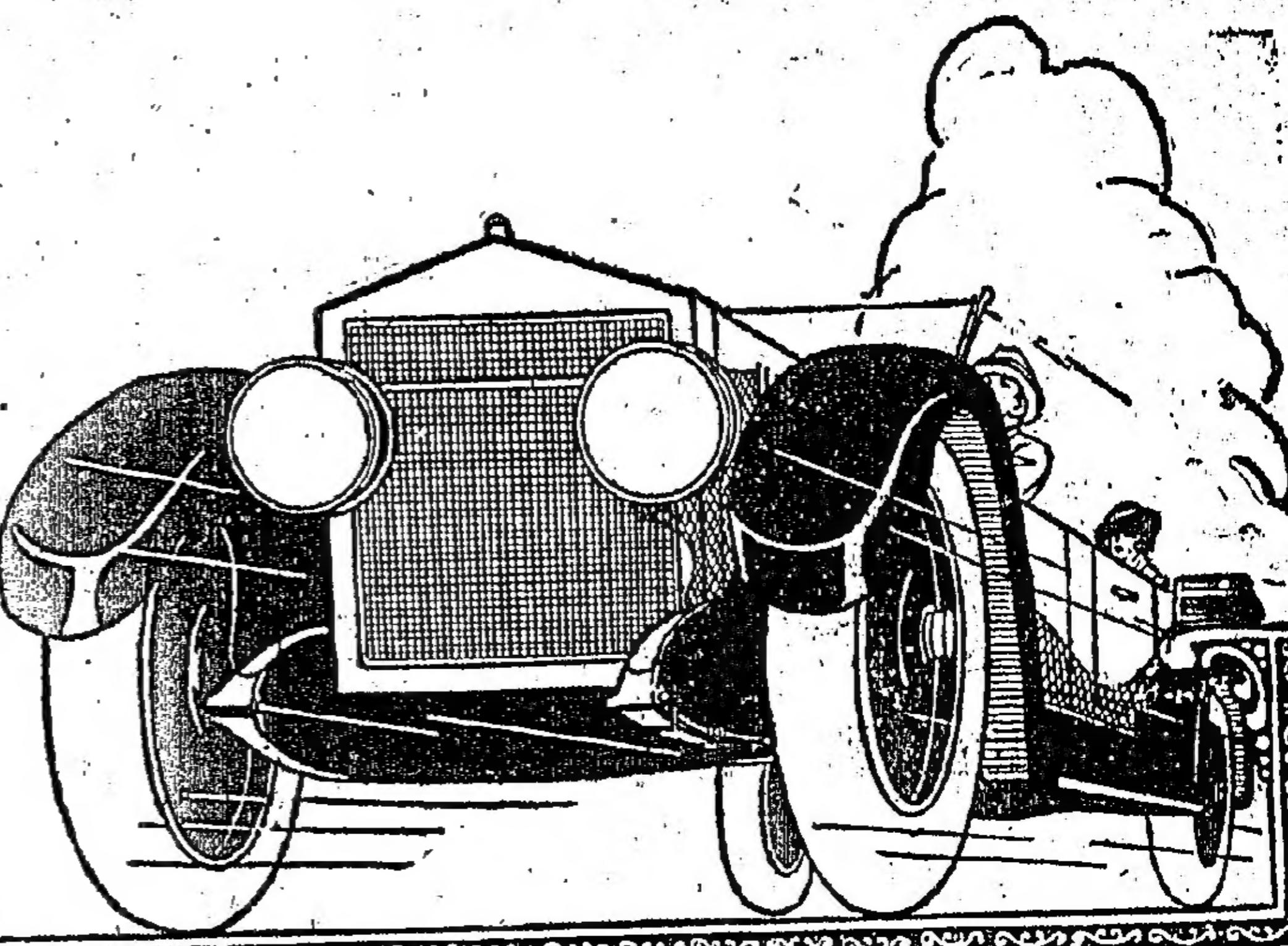
c/o HODGSON & CO.

Bank of China Building.

Please send me application form for membership
(motorcar/cycle) of the Hongkong Automobile
Association.

NAME.....

ADDRESS.....



70-80 SWIFT MILES PER GALLON.

10,000 to 12,000 miles on a pair of inexpensive tires—800 miles to the gallon of oil.

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you knew would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills, and through mud. Ample power and speed!

The third consignment of HARLEY SINGLES (side by side valves) and (over head valves) are expected on the 1st. December or latest the 31st, by the "EMPEROR OF RUSSIA." Prospective buyers that were disappointed on the first and second consignment better put your orders with us now.

ALWAYS IN STOCK

Latest-Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



Make the chart your guide.

Is it not strange that a man will spend hundreds of hard-earned dollars for a motorcar and then ruin it by using poor quality lubricating oil? Yet so many do it there must be a reason.

They do not believe that one oil is better than another, and think all the educational work this Company has done and is doing, a dodge to get their money.

Many years ago, we set out to educate the oil-consuming public and the progress to date has been remarkable. The fact that we are the largest strictly lubricating oil company in existence speaks volumes for the Company's Correct Lubrication Policy. To say that we have been successful is putting it mildly.

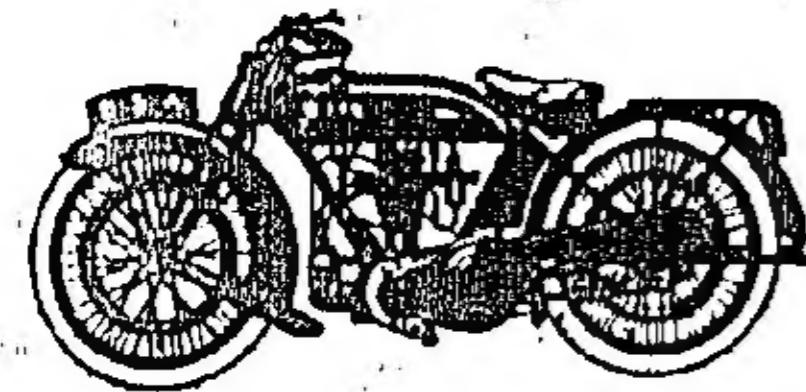
Quality and Service are the two words we have in mind when producing Gargoyle Mobiloil.

The use of the Correct Grade of Gargoyle Mobiloil, as specified in the Chart of Recommendation, will insure your motorcar against an early trip to the scrap heap; give you more mileage to the gallon of benzine, and horse power to your engine and eliminate expenditure for repairs due to the use of poor quality oil.

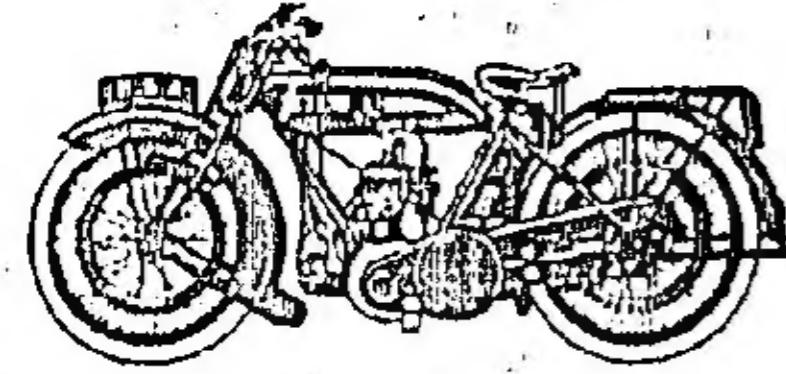
Ask your dealer for Gargoyle Mobiloil and Make the Chart your Guide when selecting the Correct Grade.

VACUUM OIL CO.

B. S. A. MOTOR CYCLES



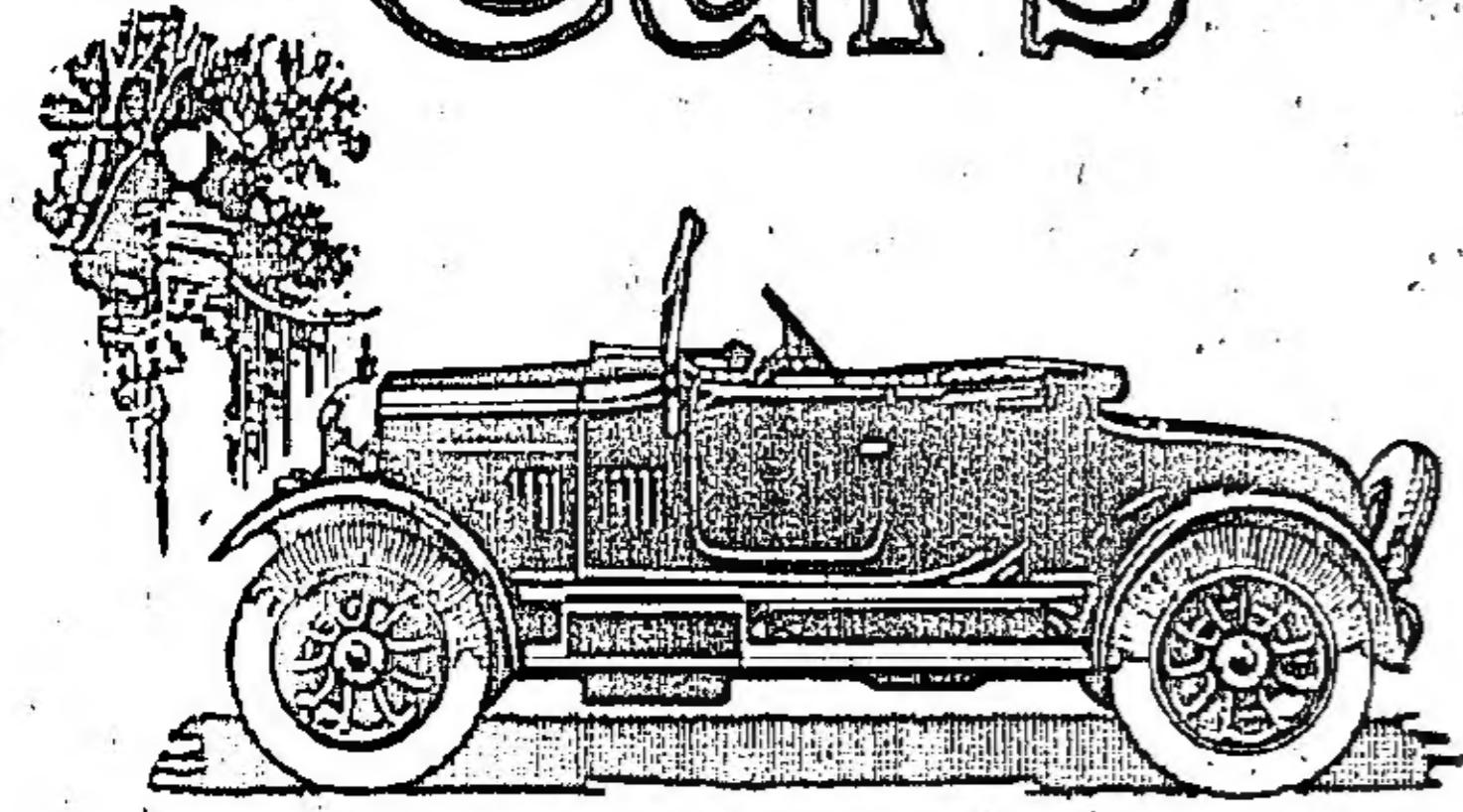
Famous For Reliability
and Economy



Full Particulars from the
Sole Agents:
THE SINCERE CO.

MORRIS Cars

REDUCED PRICES BETTER VALUE



(BRITAIN'S MOST POPULAR LIGHT CAR)

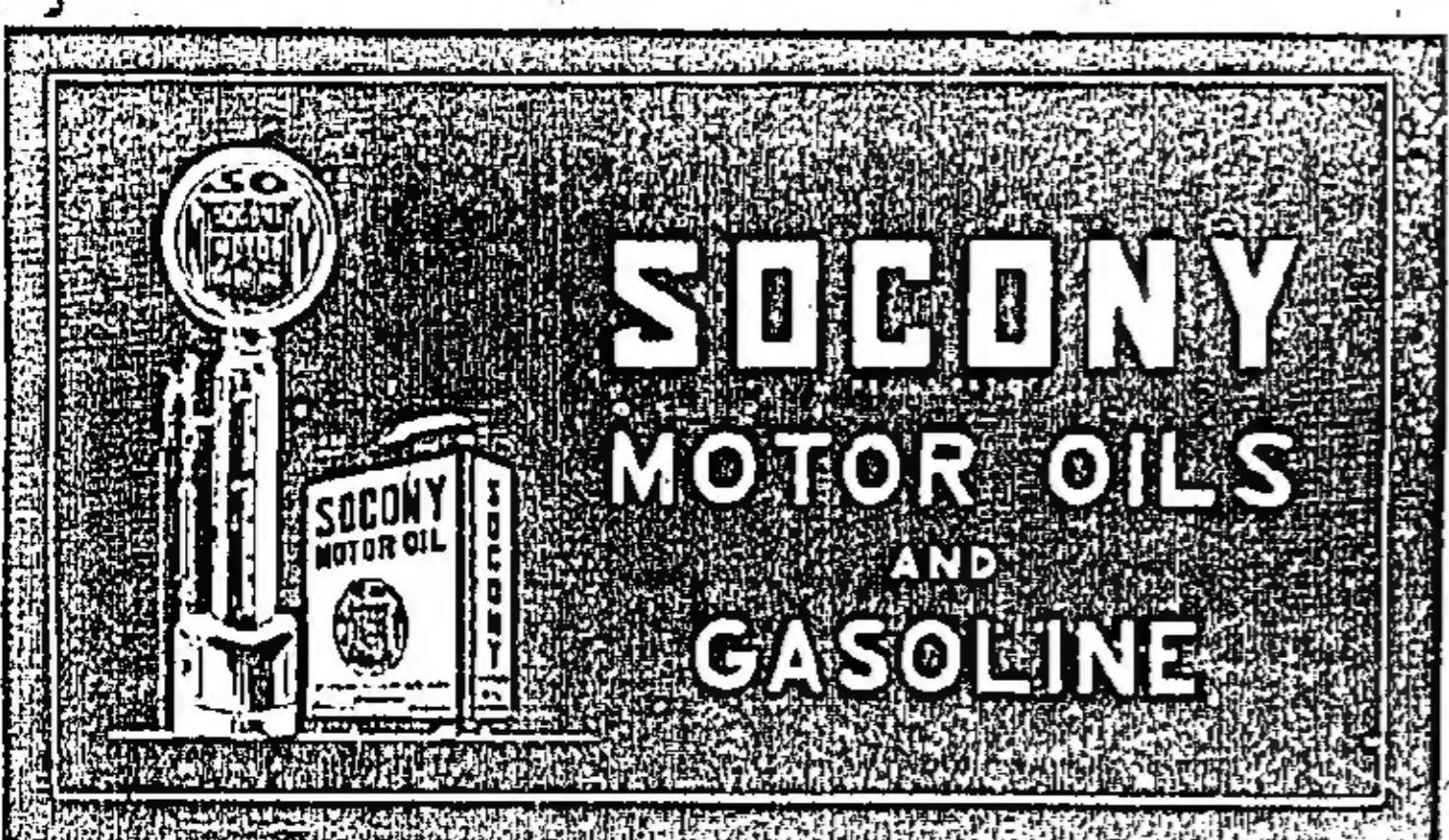
MODELS IN STOCK

NETT HONGKONG PRICES

MORRIS-COWLEY	Roadster (2 SEATER WITH DICKY)	£215. 0. 0.
..	Touring (4 SEATER 2 WHEEL BRAKES)	£237. 10. 0.
MORRIS-OXFORD	Touring (4/5 SEATER 4 WHEEL BRAKES)	£320. 0. 0.

THE HONGKONG HOTEL GARAGE
(THE HONGKONG & SHANGHAI HOTELS LTD.)
CAR SALES & ACCESSORIES

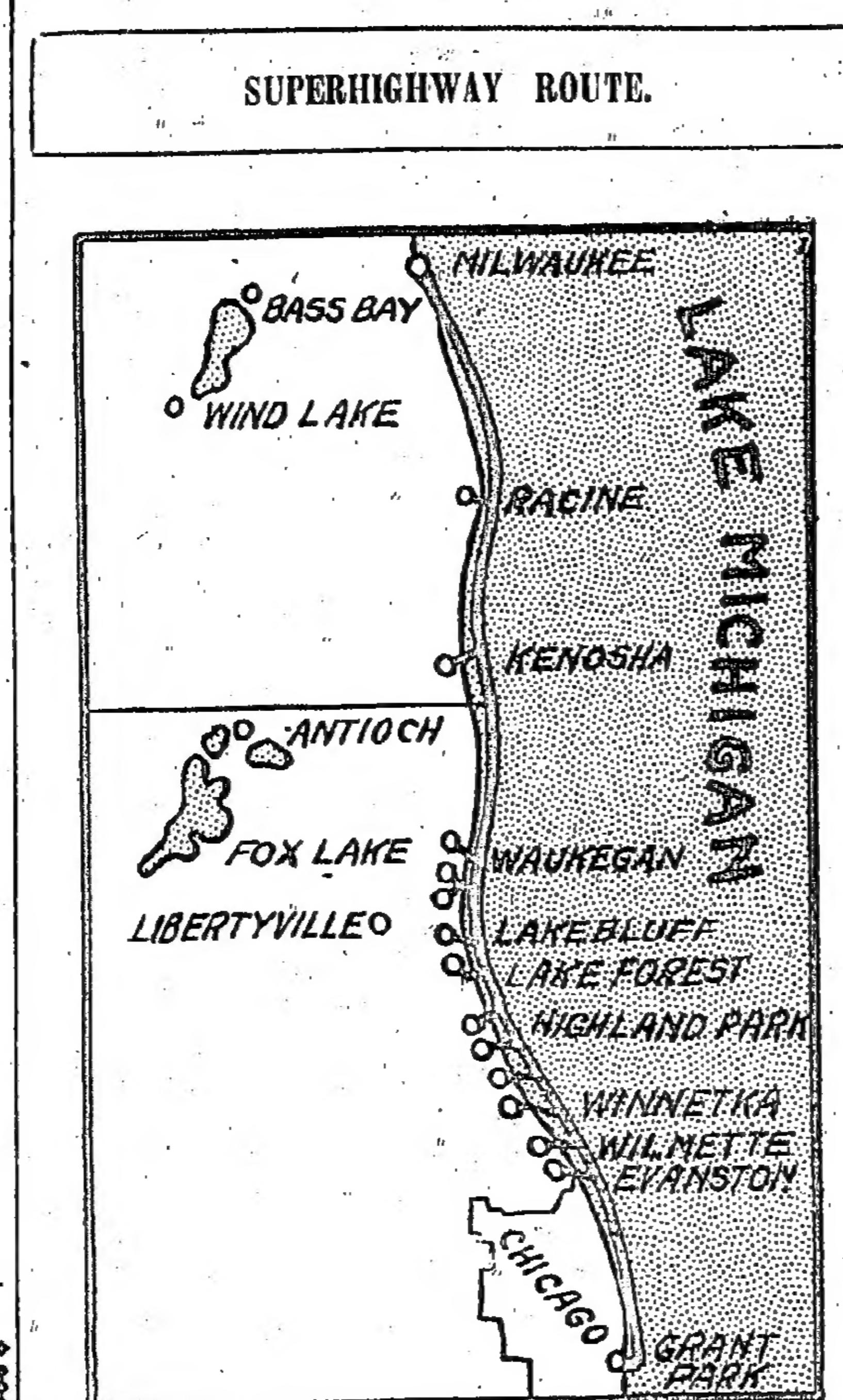
Phone C 4759 & Phone C 4602



"FIRST-AID" FOR ALL CARS

Phone 1246 or 1247 if your car is in distress.
Expert repairing and overhauling at minimum cost. Tyres and Accessories. Cars stored by the day, week or month.

THE DRAGON MOTOR CAR CO., LTD.
Wong Nei Chung Road Happy Valley.



Proposed route of a new highway along the lake front which will make possible 75-minute tours between Chicago and Milwaukee, U.S.A.

SWANK.

Swank is a universal complaint which has many manifestations. You see it, at its zenith, in the he-flapper, clothed in a sweater like an early-Victorian sampler gone mad, a pair of "chumby" trousers (room for two adults and two children), and a head-glove. He often drives an aged and remarkably slow chassis fitted with a super-sports body, an open exhaust and a hundred-mile-an-hour speedometer. For blatant self-satisfaction he is hard to beat. But swank is not confined to the young. You see it in the senile stage, smirking through the windows of glittering limousines with gold fittings and coats-of-arms on the doors. It patronizes the most expensive hotels and drinks champagne with every meal. The spectacle is really rather pathetic.

Some Commoner Forms.

But, we all swank in one way or another. We all like to let the less fortunate know that we possess cars of our own and are not dependent on public vehicles. Some of us do it unostentatiously by discussing roads, or telling the company at large how far we have come since breakfast. Others talk loudly about "my car," or even, "ay chauffeur," and delight to appear in public dressed very obviously for the road.

This latter form of swank is less effective than it used to be. Years ago, the motorist was something of a rarity and his regalia was unmistakable. Black leather coats, gaiters and a yachting cap were *de rigueur* and it was usual to wear a mask which, in many cases, was a great improvement on the frontispiece with which he was normally equipped. The French driver of those days went one better and disguised himself as a goat, smell and all. At the present time it is a little difficult to proclaim oneself a motorist by dress alone, unless one owns a baby two-stroke motor cycle, when a second-hand flying kit gives the desired impression of recklessness.

At hill-climbs and speed events, where the mere spectator must often park his car at some distance from the course, a pair of goggles perched jauntily on the peak of the cap is very popular. There is even a chance of the wearer being mistaken for a competitor, much to his gratification.

As for Myself.

Personally, I try to avoid sartorial swank and drive about in my usual elegant attire, with nothing to distinguish me from the rest of the well-dressed crowd, unless it be my celluloid dicky from which the stains of travel can be wiped with a damp towel.

LUXURIOUS CARS.

ROLLS-ROYCES AT OLYMPIA.

The Rolls-Royce exhibits at Olympia this year were of exceptional interest. Not only was the new 40/50 h.p. Rolls-Royce "New Phantom" with the Rolls-Royce six brakes system shown for the first time, but this was also the first occasion on which the 20 horse model has been exhibited in speed, the right hand change and its newest form, comprising four the Rolls-Royce six brakes system. Among the complete cars shown a very handsome example was a 40/50 h.p. Rolls-Royce with a six-seated enclosed drive cabriolet body by Hooper and Co. This car is finished in yellow and black, with velvet calf upholstery and interior fittings of ivory. A folding arm rest is provided over the back seat.

"A.C." ACHIEVEMENT.

TWENTY-FOUR HOURS WORLD'S RECORD.

The wonderful figures put up by the A. C. normal 6-cylinder chassis, fitted with a normal 6-cylinder A. C. Sports engine on the Montlhery Track, near Paris, on the 17th-18th May, by Mr. T. Gillett, driving single-handed for a distance of over 2,000 miles, have not been allowed to stand for very long.

Evidently the French attach very great importance to this terrific test, as a number of French manufacturers watched the A. C. car on its amazing run, and since then a French firm have sent an engine over four times the size of the A. C. to recapture the coveted honour. They also provided the car with two drivers for alternate spells, whereas the fact that Mr. Gillett drove the whole distance himself on the A. C. is a really marvellous testimonial to the reliability and springing of the A. C., as well as the human endurance necessary.

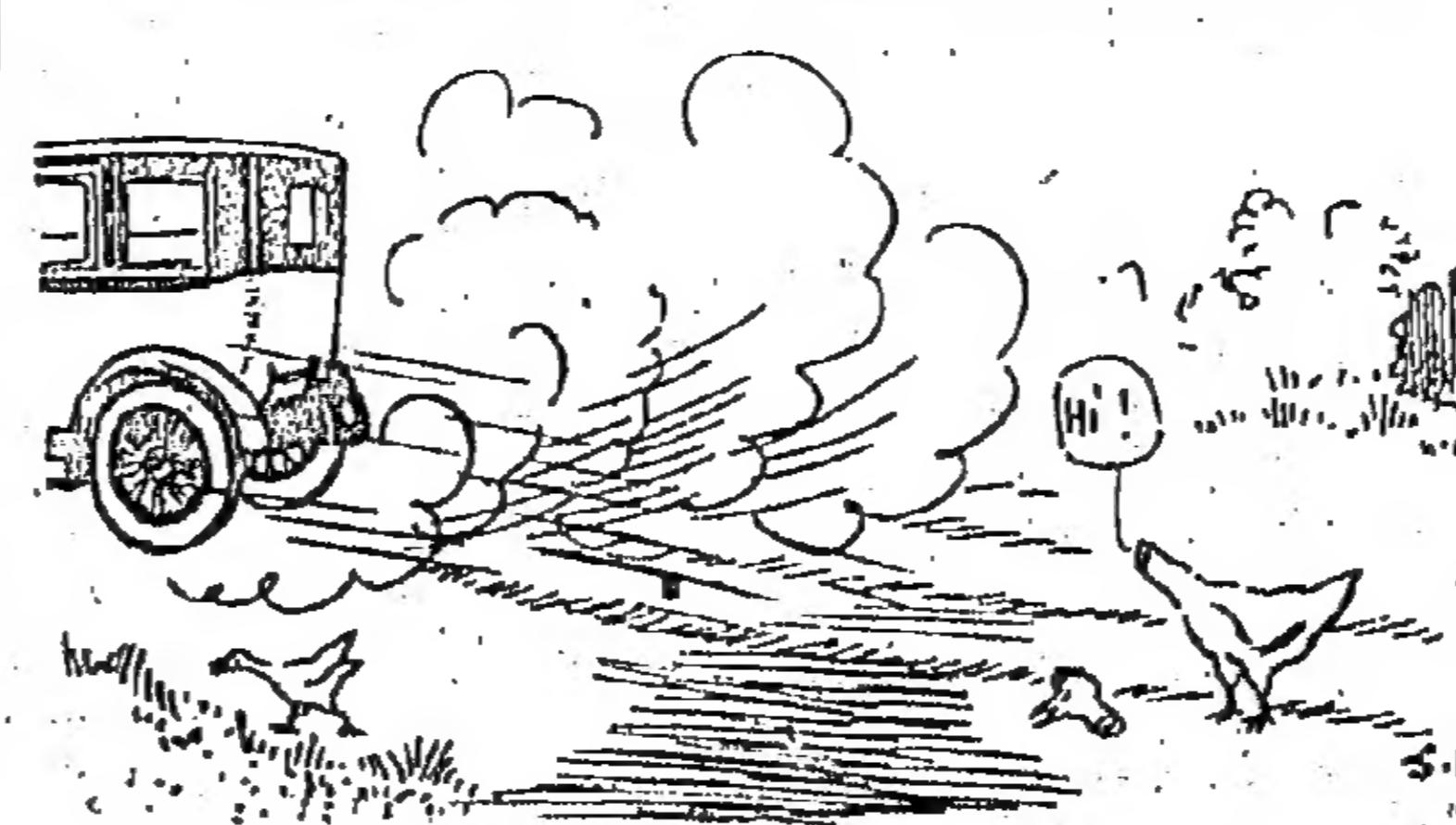
Even with this big engine and with two drivers, the car in the last three hours twenty-four minutes of its journey only covered ninety-eight miles, whereas, in the corresponding period, the A. C. covered 275 miles. This proves that A. C. performance lasts.

It is a good thing that one of the drivers of the French car was an Englishman, but it is a pity that it was not a British car that gained the honour, and it is a great drawback that the engine used was so big that no instructive comparison can be made.

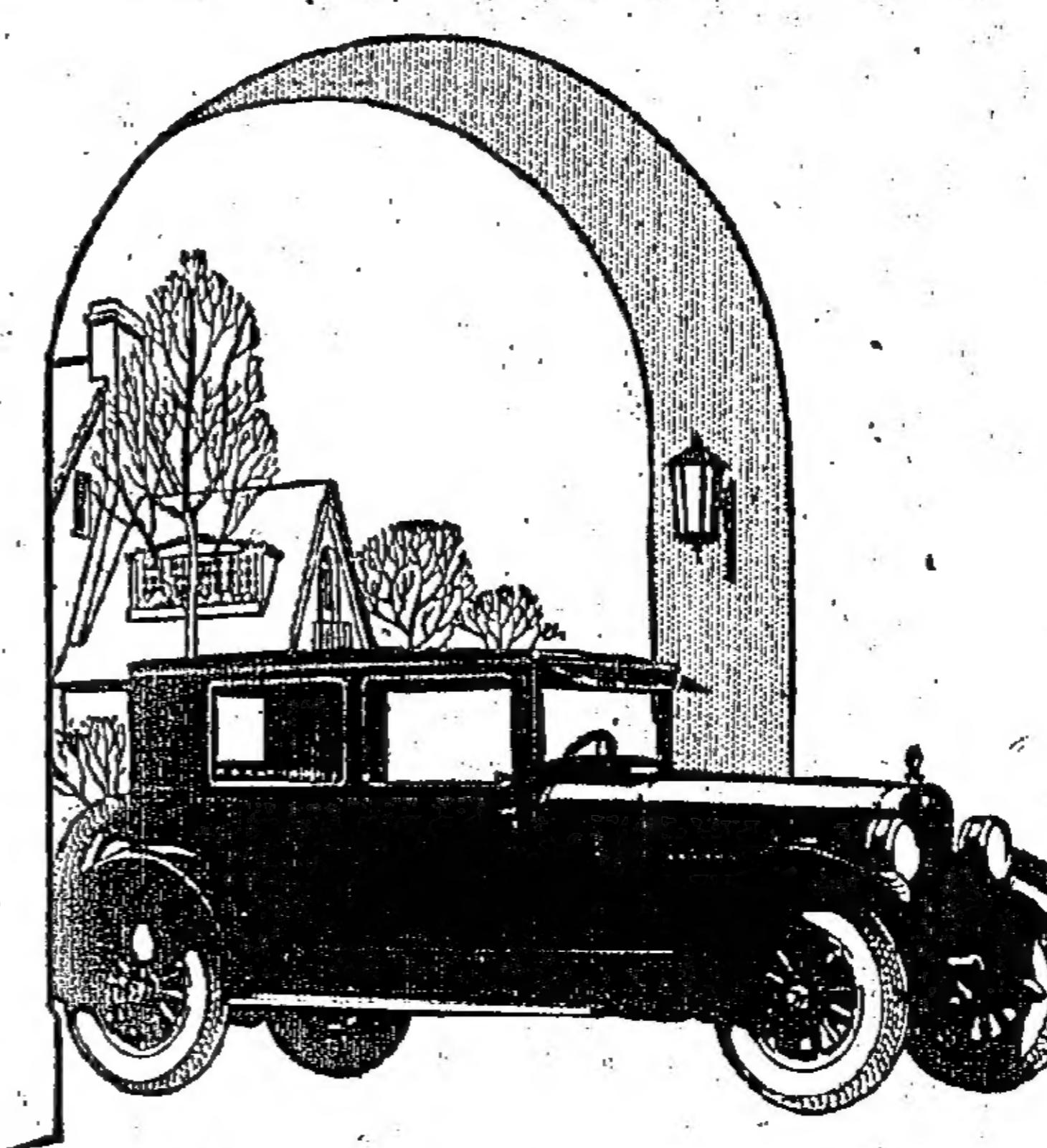
FULLY LICENSED BODY.

Jack Padgett of Knobnoster, Mo., has built a unique body for his car. It's made of old auto license plates.

A ROADSIDE REFLECTION (By Stan Hill)



Oh! Why did that chicken cross the road?



HUDSON COACH \$3000

The Essex Coach \$2000
The Essex Touring \$2000
The Hudson Touring ... \$3000
The Hudson Brougham \$3600
The Hudson Sedan \$4000

Only Hudson Can Build It

Being the world's largest builders of 6-cylinder cars permits Hudson to give the greatest price advantage, with the finest quality in Hudson history. Everywhere it is called "the

"World's Greatest Buy" because it is universally acknowledged that no car gives like quality, reliability, performance and fine appearance within hundreds of dollars of its price.

Hudson-Essex World's Largest Selling 6-Cylinder Cars

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD.

HAPPY VALLEY.

MOTOR TRIPS ABROAD

The Cathedral of Notre Dame
TENTH OF A SERIES OF TRAVEL TALKS

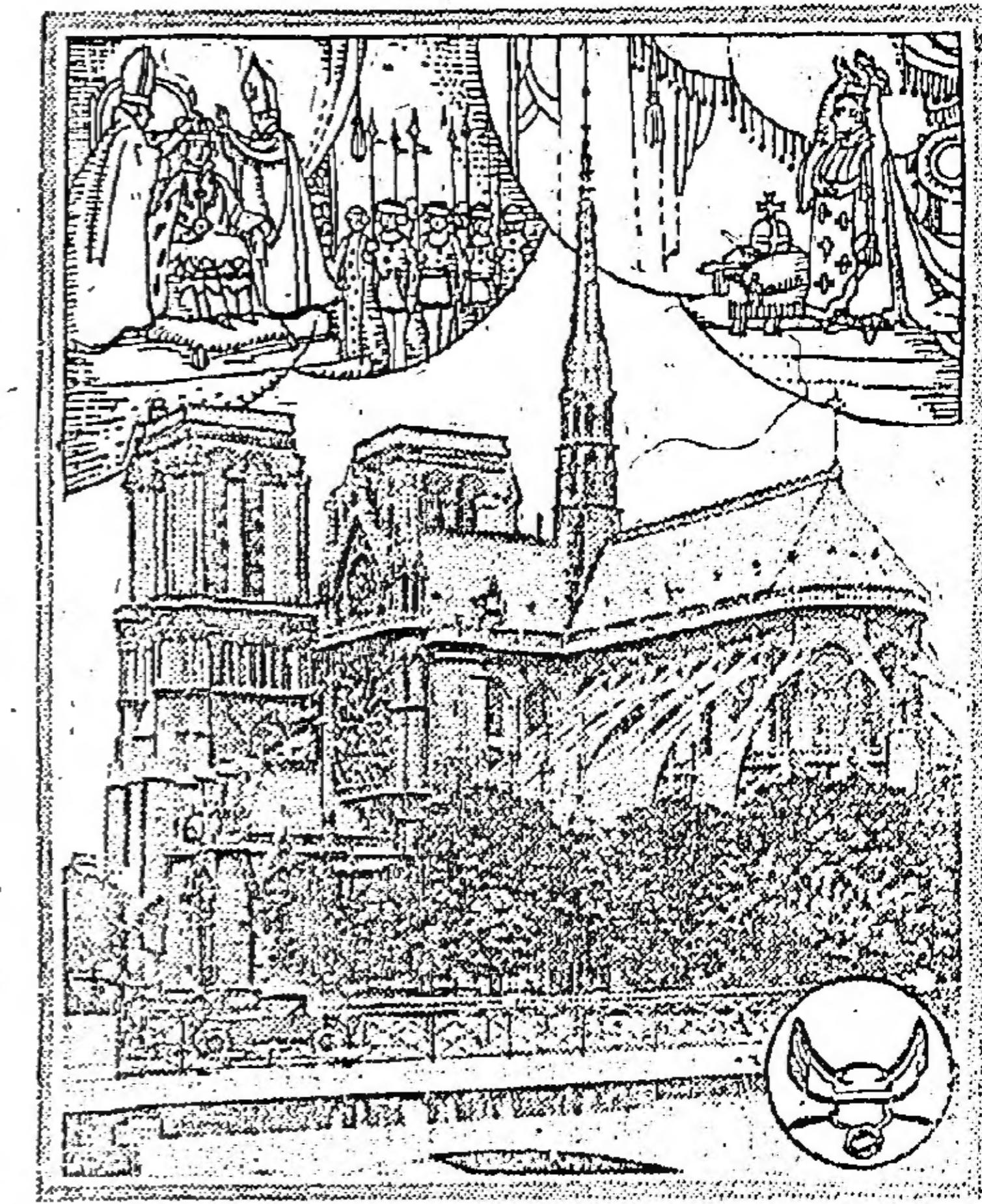


Photo Courtesy Chrysler Maxwell Motor Corporation

It was in this cathedral that Henry VII of England was crowned king of France and in 1560 Mary Stuart, afterwards Mary Queen of Scots, was crowned queen-consort of Francis II. The coronation of Napoleon I, and the marriage of Napoleon III, took place here.

The American who goes abroad for the first time will spend much of his time visiting cathedrals and one of the most famous he will probably visit and always remember is the Notre-Dame, the cathedral of the Archibishop of Paris which stands on the site of a church of that name already existing as early as 365.

At the beginning of the 14th century the cathedral assumed the form which it is in today.

A thorough restoration was carried out after 1845 by Lassus and Viollet-le-Duc.

The facade of the cathedral which is known to be among the finest in the world, dates from the 13th century, was completed in 1240 and is the oldest of its kind.

The present church was begun in 1163. In 1240 the original plan of

construction had been entirely carried out.

At the beginning of the 14th century the cathedral assumed the form which it is in today.

A thorough restoration was carried out after 1845 by Lassus and Viollet-le-Duc.

The facade of the cathedral which is known to be among the finest in the world, dates from the 13th century, was completed in 1240 and is the oldest of its kind.

The church is 426 by 157 feet and 115 feet at its highest.

STREET CARS GO.

Automobile busses will replace the entire street car operations in Klamath, Ore. This is the second city in Oregon to replace the street railway system with busses.

AUTOS IN DENMARK.

There are 15,000 passenger cars, 5,000 trucks and 5,000 motorcycles in Denmark. This shows an average increase of 600 per cent. over the figures of 1919.

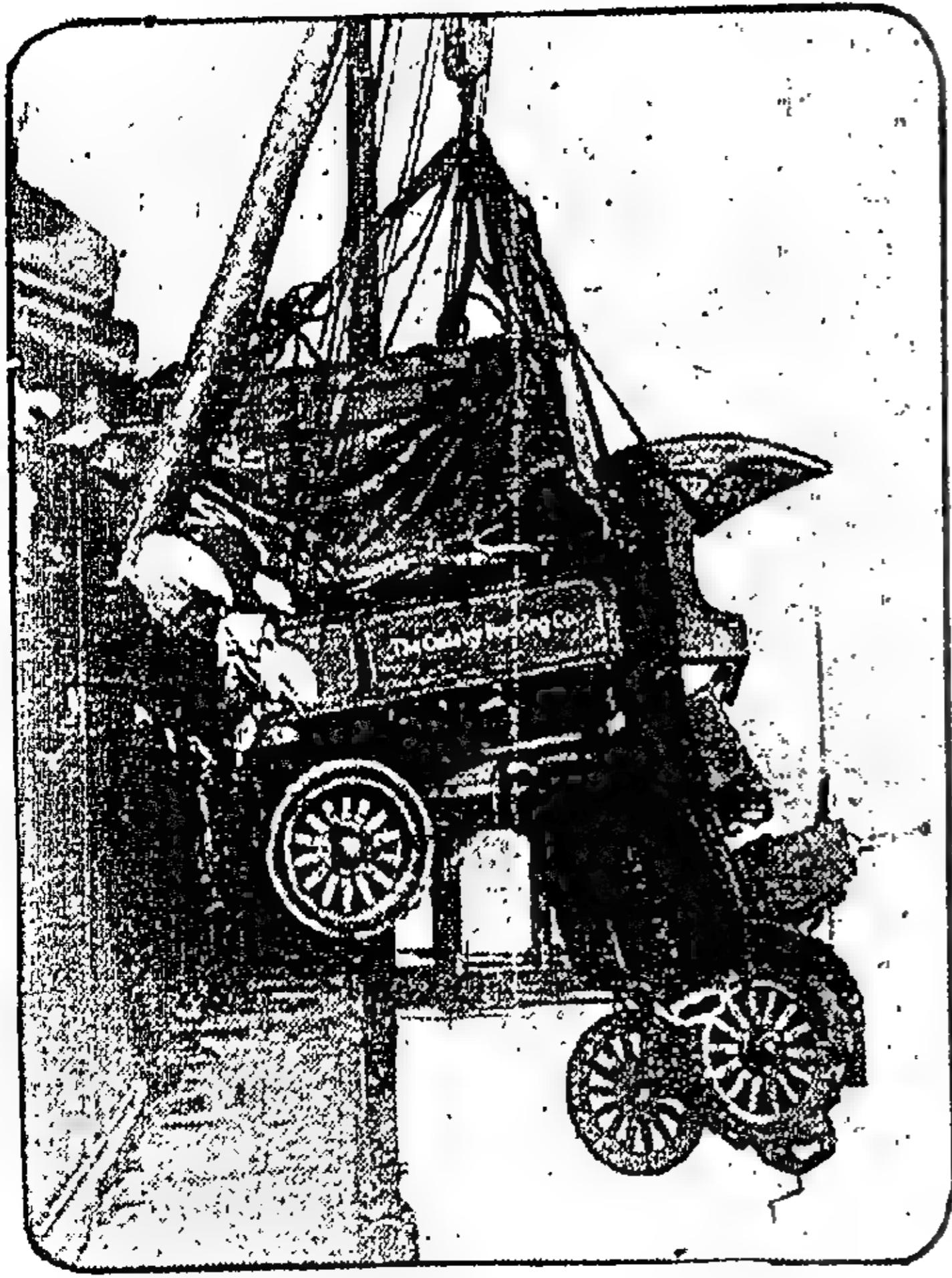
ALUMINUM IN BODIES.

Aluminum body panels are being used in 14 automobile types. The output of these makes totalled nearly 40,000 last year.

CAN'T STALL NOW.

An automatic cranker has been developed to start an automobile motor the minute it stalls. If this cranker is used it is necessary to switch off the ignition to stop the motor.

AFTER A COLD MORNING BATH.



This heavy motor truck is being pulled from Fort Point Channel, Boston, Mass., after she crashed through a railing and gave her drivers an involuntary ducking in the icy waters.

90 MILES PER HOUR.
THE MOTOR CAR OF THE FUTURE.

Adaptation and perfection of cooling and lubricating systems used thus far only in the finest types of racing engines will be one of the urgent requirements of the motor car of the future, which Walter P. Chrysler, president of the Chrysler Corporation, foresees will be capable of developing 100 horsepower and speeds up to 90 miles an hour.

A large measure of the success of the motor car racers who have astounded the world by their tremendous speeds during the past summer, has been made possible by development of cooling and lubricating systems which permitted motors to operate efficiently at the excessive speeds demanded.

Mr. Chrysler, in a recent conversation, asserted that these results would undoubtedly be the basis of even greater and finer development of cooling and oiling systems for engines in every day use, inasmuch as the life of a motor depended so vitally on the proper functioning of these two units.

"In addition to remarkable engineering developments in oiling and cooling, we are also on the eve of vital changes in crank-shaft and cam-shaft design and production, which will play an important part in the advent of the car of the future," Mr. Chrysler said.

"New machinery will be

THORNYCROFT SUCCESS.

100 GUINEA TROPHY WON.

Striking evidence of the lasting efficiency of Thornycroft motor vehicles was afforded at the Sixth Annual Birmingham Parade of the Commercial Motor User's Association held recently, when the Dunlop 100-Guineas Trophy was awarded to a team of three Thornycroft lorries owned and entered by Messrs. S.P.D., Ltd. Two of these vehicles were built in 1917 and the other in 1914, and all of them had given considerable war service before being acquired by their owners, who do most of the transport work for Messrs. Lever Bros., Ltd., and their associated companies, with a fleet of over 100 Thornycrofts.

It is certainly extraordinary that vehicles with eight to eleven years' service should be winning prizes at such keenly contested events as these C.M.U.A. parades, even though it is not unusual for Thornycrofts to so distinguish themselves. It will be remembered that the London Parade, the largest and most keenly contested of all, had been won by teams of Thornycroft vehicles, entered by different owners, four years in succession, which includes the annual award of the Commercial Motor Cup.

Developed for their production and this machinery will be fitted not only with new grinding equipment, but with test and inspection gauges which will automatically keep these parts absolutely correct to the most infinitesimal dimensions.

"But it will be in valve tappet design that the greatest advances will occur. Engineers, long ago, felt that the mushroom tappet type was most efficient, but the properties of existing designs failed to provide for durability and utmost efficiency. So for years they have been working to develop new types of materials which will function with a minimum of wear.

"Piston construction is also undergoing further exhaustive study. Engineers are not satisfied with either cast iron or aluminum pistons. They tell us that designs are being perfected which will permit the use of alloys combining the desirable physical properties of aluminum—light weight and rapid cooling—with the comparatively slight expansion of cast iron. Such a material is bound to play a most important part in the development of the motor of the future.

"But the car of the future will not only be the result of further advances in motor development. The rest of the chassis must keep pace with it. Finer and sturdier transmission and differential gears will be needed, with better and smoother responsiveness to operation, so that the power development by the new engine may be transmitted to the rear wheels with minimum loss.

"Frames will be more sturdy and more rigid. Spring mountings will give greater riding comfort and greater freedom from road shocks.

"We already have designed new types of axles to care for the greater twisting strain of four-wheel brakes. Still better braking, which will make travel at 90 miles per hour even safer than 30 and 35 miles an hour is to-day, will necessitate corresponding strengthening of axles.

"Exhaustive study of wind resistance will result in the development of new body lines, which will be a large factor in increased speed and greater fuel economy.

"The new car, when it arrives, will be the result of a new standard of balance in a motor car. Its greater power will be the result of perfect co-ordination. And the other units will be designed and built in line with the capabilities of the engine. Metallurgical tests will give us new properties in metals; new production methods will give us greater accuracy and precision of manufacture.

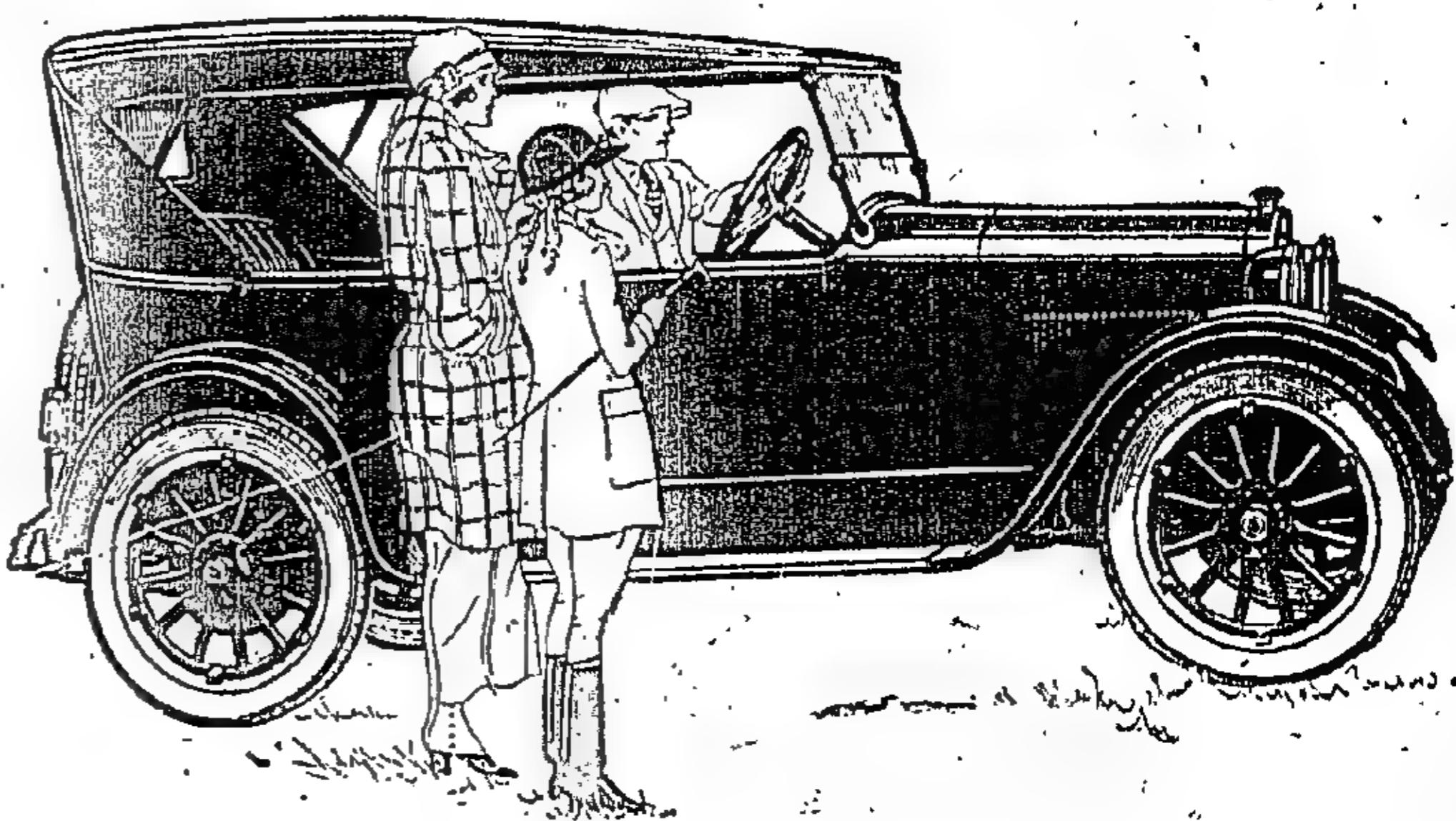
"Judging from revolutionary results within the motor car industry in the past two years, I do not believe I am unduly optimistic in anticipating that the near future will see a new apex of achievement marked by the announcement of a car of the sensational properties of 100 horsepower capable of sustained speeds of 90 miles an hour, with the same ease, smoothness, comfort and safety with which we now achieve 70 miles. And such a car will be produced at 25 per cent. less cost than the most efficient motor cars of the present day."

DODGE BROTHERS
TOURING CAR

The world has built many thousands of miles of good roads, but there are still vast areas where roads are extremely difficult to travel.

In these undeveloped regions, Dodge Brothers Touring Car is particularly popular. Its weight is right. The engine possesses ample reserves of pulling power. And if given reasonable care and faithfully lubricated, the working parts of the car rarely call for the owner's attention.

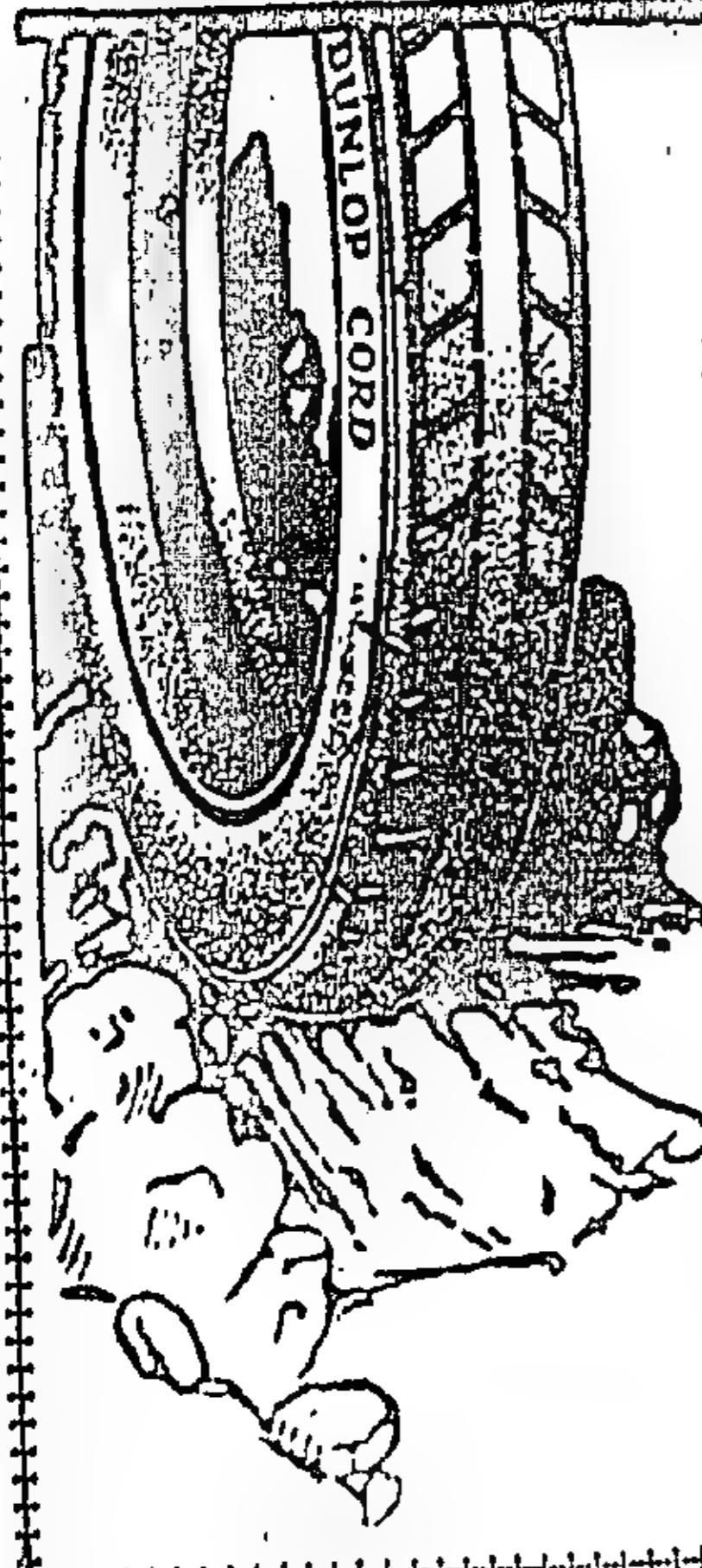
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LIMITED
33 WONG NOI CHUNG ROAD, HAPPY VALLEY



A Fine Product and a Fine Policy

There are no finer tyres than

DUNLOP CORDS



They stand as the supreme achievement in tyre construction, and set a new standard in tyre service. Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

There is a Dunlop Representative at Hongkong, for your service.

DUNLOP RUBBER CO., (China) Ltd. + HONGKONG HOTEL GARAGE,
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Telephone Central 4554. Telephone Central 4759.

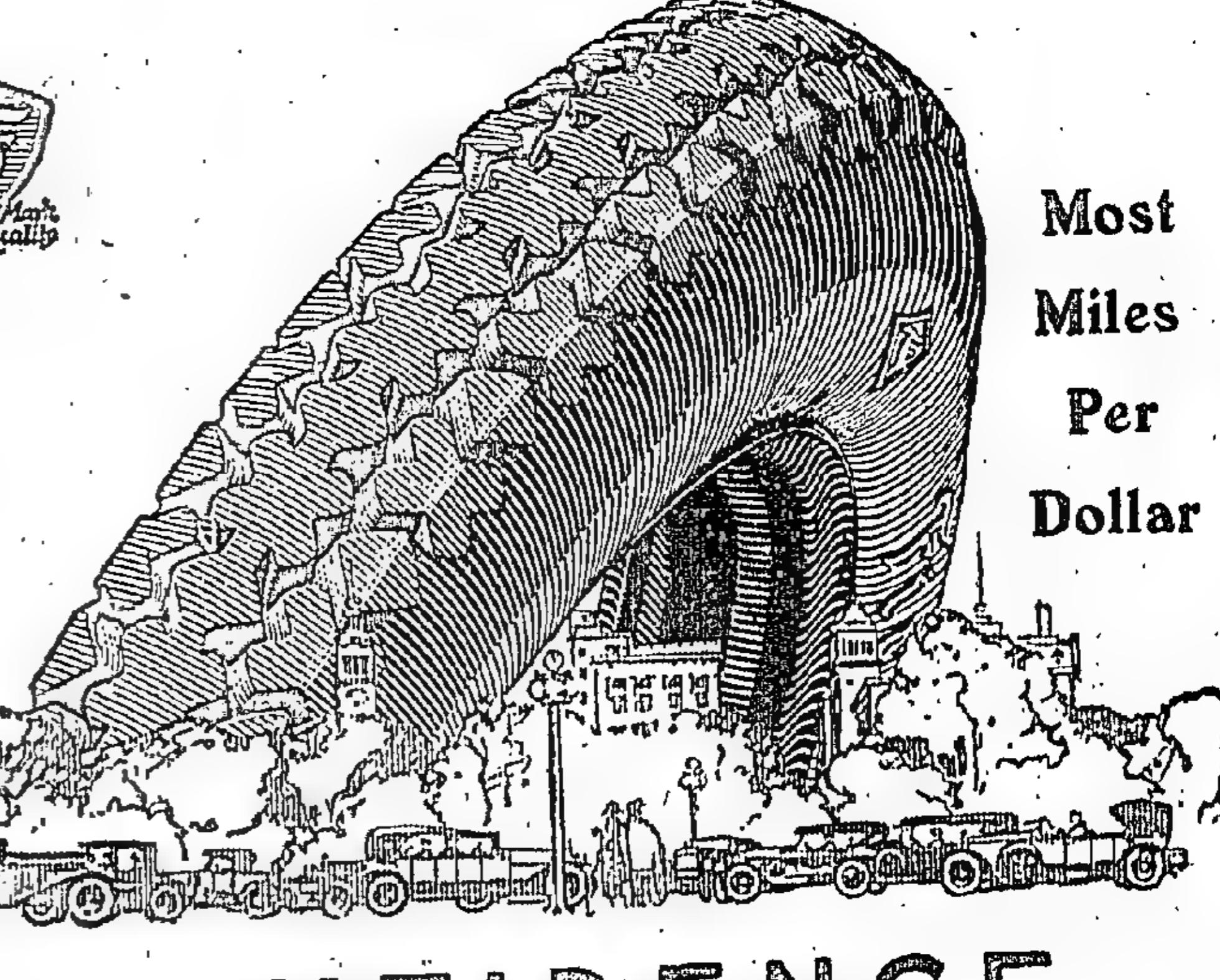
16 KNOTS



AILS A CRAIC
FAST RUN ABOUT
BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED
HONGKONG.

DODWELL & CO., LTD. Sole Agents.



CONFIDENCE

The foundation of satisfactory motor car travel is confidence in the tyres.

The confidence of car owners in the MARK OF QUALITY has come as a result of tyre service which answers the most difficult tests.

This is largely due to the Firestone Gum-Dipping process. The

famous method is used on selected rubber, chosen by experts in our Singapore headquarters. It renders the tyres practically immune from internal friction and the disastrous results of heating.

Let us confer with you as to why Firestone Gum-Dipped Cords, with their safety, comfort and good looks, are best for any car.

THE DRAGON MOTOR CAR CO., LTD.

33 Wong Noi Chung Road, (Happy Valley) Central 1246 or 1247.

Firestone

NOW'S THE TIME TO BUY.

You will save & S. D.

All Machines fully equipped with Lamps, Horn, Tools, and guaranteed for 1 year.

Let it tell you how easy it is to own a motorcycle.

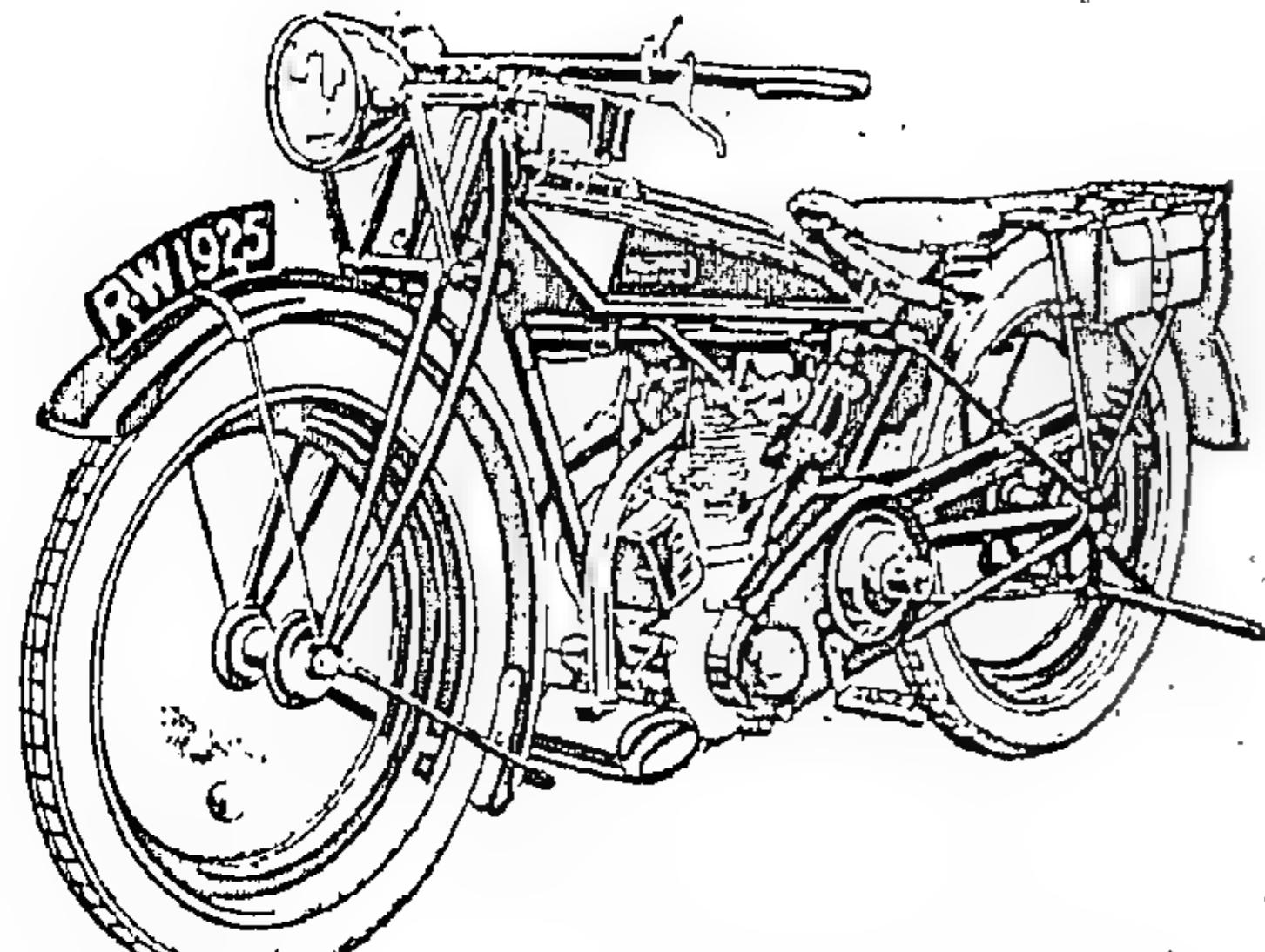
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Show Room, No. 1A, CHATER ROAD,
OPEN SATURDAYS AFTERNOON TILL 5 o'clock.Rudge-Whitworth
Four Valve. Four Speed

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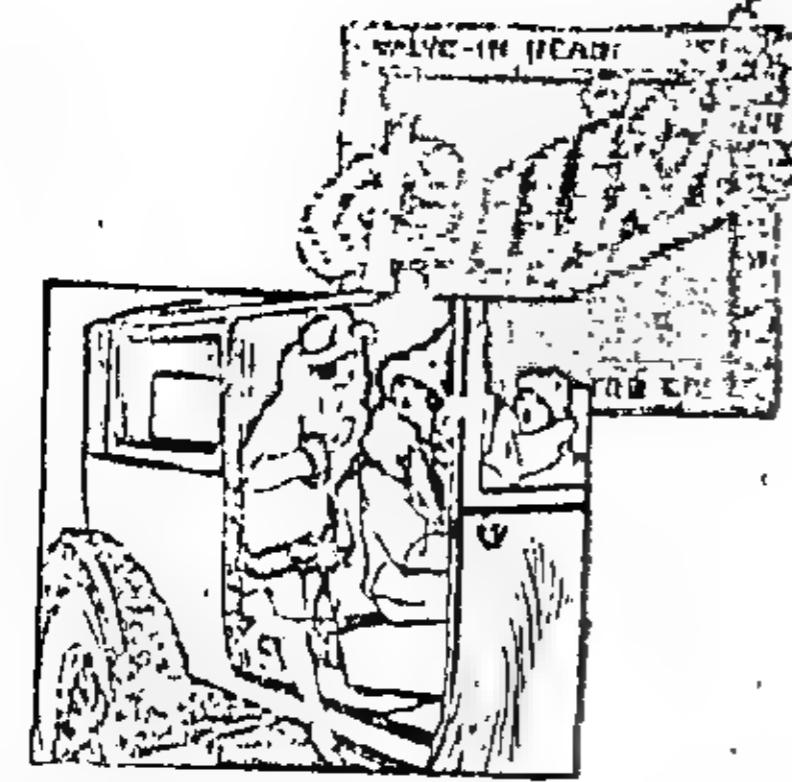


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ALL ELECTRICALLY EQUIPPED
3.46 H.P. \$485.00 4.99 H.P. \$525
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RUDOLF WOLFF & KEW, LTD.

54, Queen's Road, Central. Phone C. 2173.



In three months, public recognition of the value of the better Buick of 1926 has been so sweeping, that to-day, one in every four cars sold for G\$1,000 or more is a better Buick.

* * *

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The Hongkong & Kowloon Taxi Cab Co., Ltd.

33-35, DES VOEUX ROAD, CENTRAL, HONGKONG.

Telephone C1036.

Call or arrange for a demonstration

1,600 AUTO BILLS.

Legislatures in the various American states face the passage, or downfall, of 1,600 bills on auto subjects. Most, says the American Automobile Association, are not worth the passage.

INCREASE PRODUCTION.

An average monthly production of 6,000 trucks in 1915 grew to over 25,000 a month in 1920. Now truck manufacturers are making more than 40,000 trucks each month.

THE PLAIN MAN AND HIS CAR.

VL-CONTROLS

(By P. W. F. Mills.)

The controls of a car may be divided into those that are operated by hand and those that are operated by the feet.

The hand controls are the steering wheel, the throttle lever, the ignition timing control lever (spark lever), gear control lever, brake lever and ignition cut-out switch. There are three controls operated by the feet, the clutch pedal, the throttle pedal ("accelerator") and the brake pedal. The duties attaching to the various controls will be clear from what has already been said in previous articles, and it remains to consider their use only.

The Steering Wheel.

It might appear that this control is the simplest of all, and that nothing could be said about it beyond pointing out that turning the wheel over to the right steers the car to the right, and vice versa. There are, however, certain points to be noted about steering and use of the steering wheel. A car does not quite swing on its vertical central axis in cornering, and with a car of average wheelbase it is necessary to allow a margin as the front wheels clear the edge of the road in order that the rear wheels may "get round" without fouling. The amount of steering lock available varies a great deal with the type and make of car, and sooner or later the driver will be faced with the temptation to alter the lock with the car stationary, an act which he will probably feel without being told to be unwise, but which will appear likely to put a speedy end to some awkward manoeuvring in what may be a particularly narrow road. This should always be avoided if possible, owing to the strain throughout the entire steering gear. Perhaps even worse is the practice of exerting force on the road wheels themselves, the steering wheel being rotated in consequence. This would be impossible were the steering gear truly "irreversible," but in the ordinary way steering gear which is so described, in order to distinguish it from gear in which direct pressure is exerted on the steering pivot connections by the steering wheel, is designed in such a way that road shocks are able to make themselves felt at the steering wheel to a small extent. If this were not so the steering would lack the "feel" which the majority of drivers deem essential to comfortable driving. But it must be remembered that the steering gear is being treated in a manner contrary to its natural tendency when the road wheels are forced to

it. The Ignition Timing Control Lever.

Use of this lever must be based on the theory of ignition timing, which is briefly this. An explosive vapour requires a certain amount of time before ignition is complete, and this time varies slightly according to whether the vapour is in fact richer or weaker than the theoretically perfect proportions. Generally speaking a weak mixture requires more time than a rich one. A loose but readily understood way of stating the theory of ignition timing is to say that the spark has certain work to do for the piston which it must complete at a given point in the piston's career and over which it must expect to take a certain time. As the piston, moving faster, approaches the critical point in its career more rapidly the spark must commence its work earlier in order to complete it "on time." The rule, therefore, is that spark advance should follow increased engine speed (irrespective of the speed of the car), and that the spark should be retarded at once should the engine speed drop from any cause.

The ideal state of affairs is aimed at by the designers of some of the more expensive engines, who fit a centrifugal "governor" driven by the engine which automatically controls the ignition timing to correspond with the speed of the engine. Some engines, particularly the high-speed type becoming so common in "sporting" small cars, are particularly sensitive to correct ignition timing. Other engines, on the contrary, seem to run satisfactorily without more than the most obvious use of the control. A practice commonly employed is keeping the spark as fully advanced as possible during running unless the engine shows clear signs of distress. For ordinary purposes this rule works well, but a driver who bears in mind the theory of ignition timing control will remember not to follow the rule too literally.

In starting by hand, when the crankshaft speed is necessarily very low, a spark advance which might be suitable for ordinary running is dangerous, as the spark, even when fully retarded by the timing control, occurs some time before top dead centre is reached. The mixture usually

6-CYLINDER CARS.

POPULAR IN SCOTLAND.

By Capt. E. de Normanville.

The Scottish Motor Exhibition is being held this year at the Industrial Hall, Edinburgh, and remains open until January. Kelvyn Hall, Glasgow, was so seriously damaged by fire a few months ago that a new venue had to be found.

The Throttle Lever.

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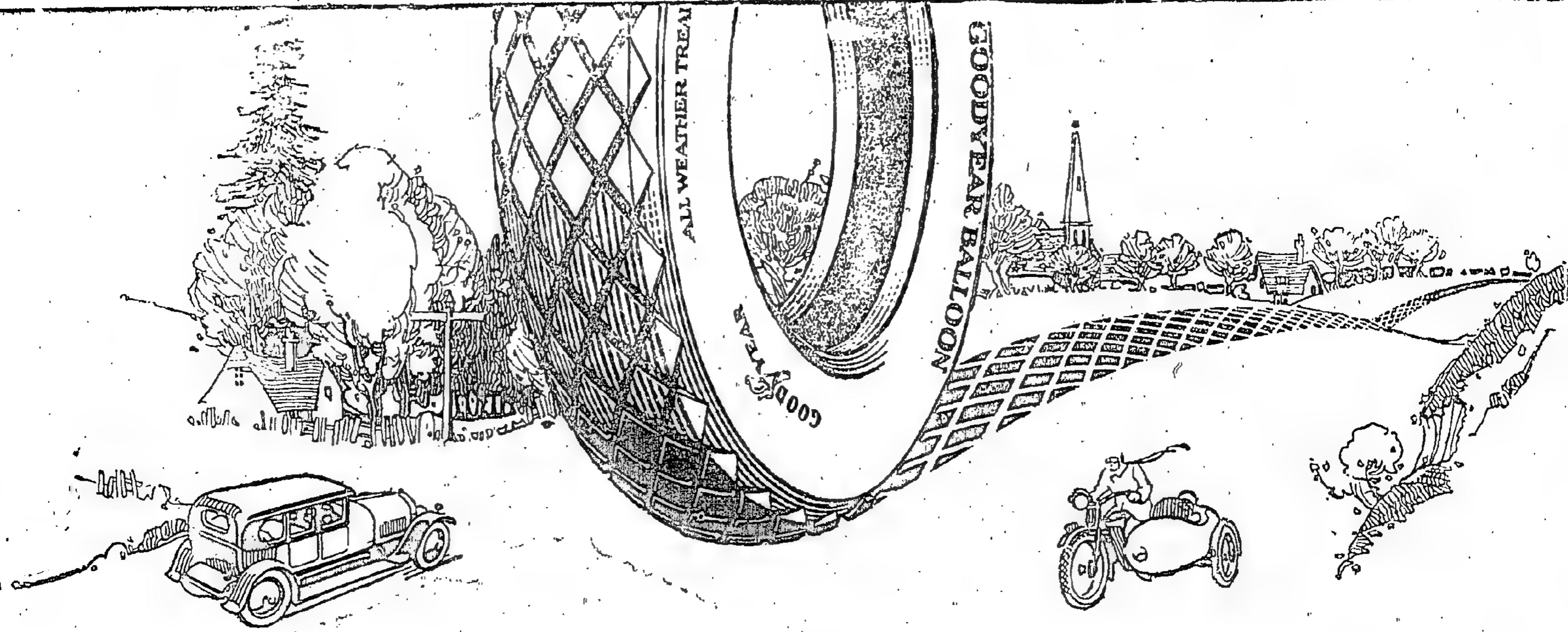
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foot.

75,000,000 Tyres



The Experience Behind To-day's Goodyears

Recently the Goodyear Factories celebrated the building of the 75,000,000th tyre, a production greater than that attained by any other manufacturer.

Some conception of the immensity of this total may be had from the realization that this quantity of tyres would be sufficient to equip all of the motor cars built in America during the past ten years.

This huge accomplishment, however, means more than just a record-breaking tyre production. It means that the Goodyear Factories, with their progressive methods and continuous search for improvements, have consistently kept Goodyear products foremost with a resulting greater public demand.

Included in these contributions to the art of tyre-building are the Tyre-Making Machine, Oversize Design, the Straight-Side Tyre, the

Multiple-Cord Principle, the Pneumatic Truck Tyre, and only recently the remarkable material Supertwist.

What the other Goodyear inventions meant to tyre improvement in earlier days, the new cord fabric Supertwist means equally to the balloon tyre now. It brings to this type of tyre that extra elasticity and endurance which are needed to reinforce the balloon tyre's comfort with durability.

Within the Goodyear Tyres you buy to-day are not only the lessons learned in building 75,000,000 other Goodyears, but the special advantages of this new Goodyear material developed for modern needs.

The world over "more people ride on Goodyear Tyres than on any other kind" yet Goodyears cost you no more.

Good Tyres Deserve Good Tubes Goodyear Tubes

GOOD YEAR
CORD TYRES

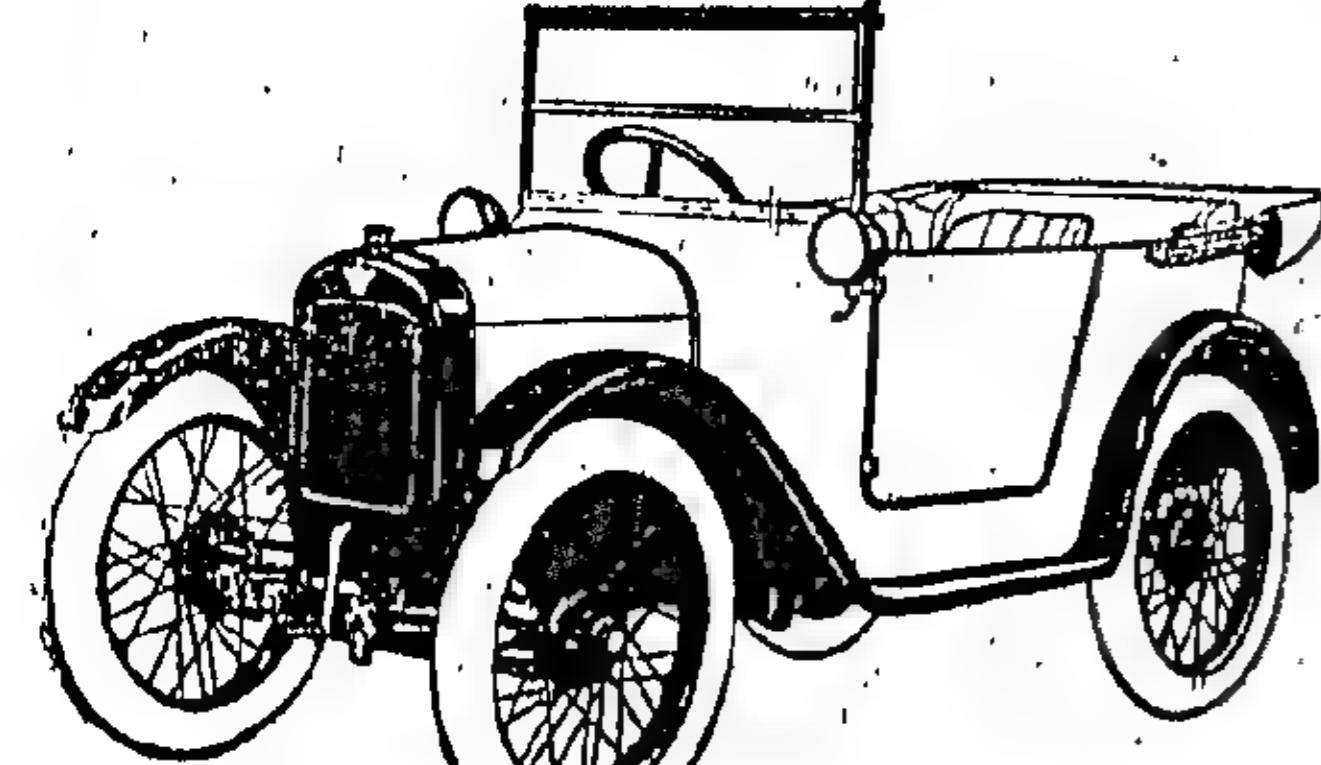
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THE WORLD'S BEST SMALL CAR.
A Trial Run Will Convince You, Call or Phone.
(STOCK CARRIED)

Price - - - £169.0.0

Alex. Ross & Co., (China) Ltd.

Show Room No. 1A, CHATER ROAD,
OPEN SATURDAYS AFTERNOON 'TIL 5 o'clock.

No other
Motor Spirit
at any price
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per mile

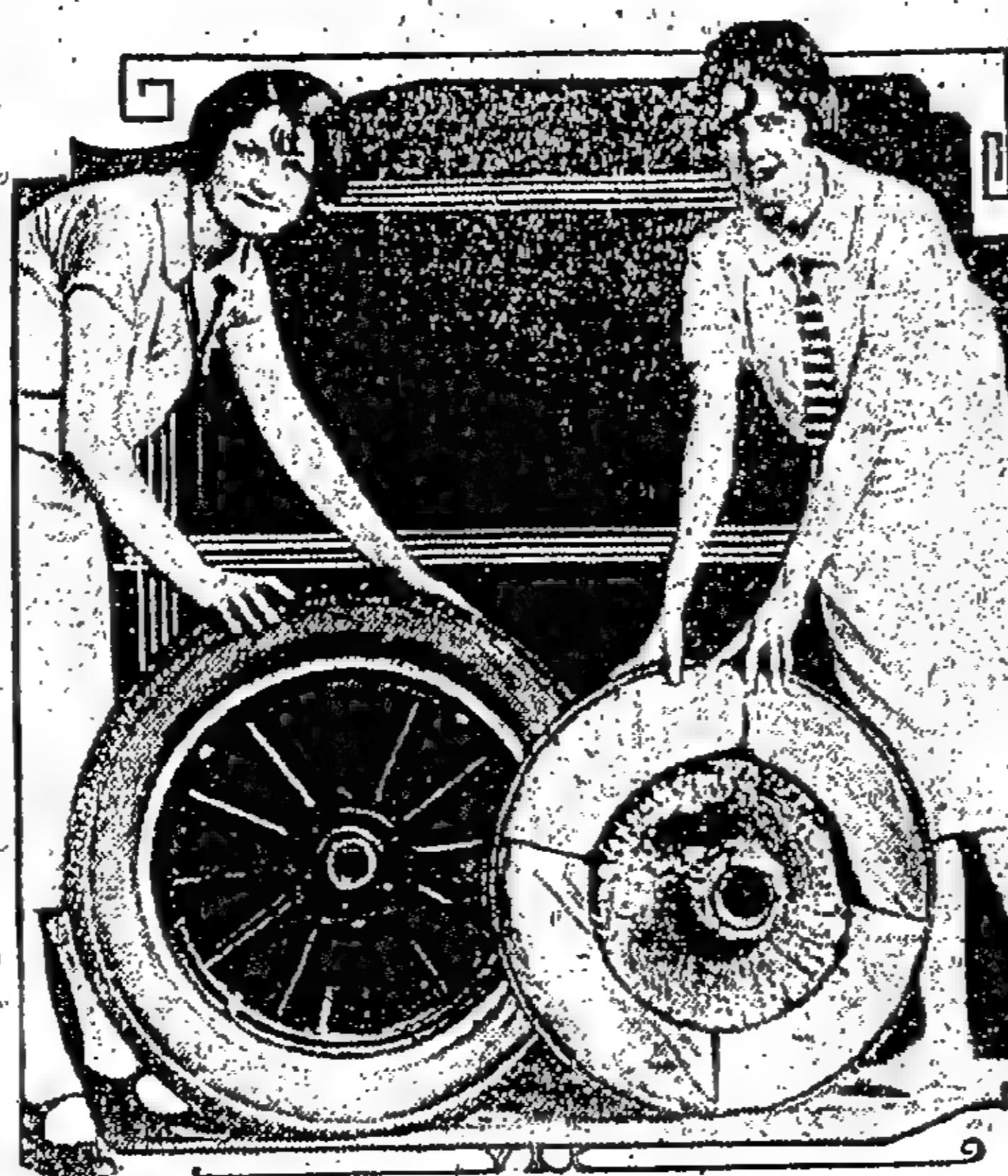
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"SHELL"

ASIATIC PETROLEUM CO., (S'C) LTD.

(INCORPORATED IN ENGLAND.)

WHEELS NEW AND OLD.



Time changes vehicle wheels, as this photo shows. A wheel of present manufacture is shown with one used 170 years ago by pioneers in Georgia, U.S.A.

MAKING ROADS SAFER.

Motorists overseas intending to visit the home land for a tour will find in the general adoption of the white line, for long and consistently urged by *The Autocar*, a simple and efficacious means of ensuring greater safety on the roads. This cannot fail to be appreciated by those to whom driving on crowded highways is a novelty.

HEAT DESTROYS OIL.

Lubricating oil is not worn out by friction but is destroyed by exposure to the intense heat of fuel combustion in an automobile engine or by contact with the hot exhaust valve heads and piston tops, says L. T. Wagner, lubricating engineer of the Standard Oil Company of California.

AUTO LIFTS HURT.

"Free auto rides hurt our business," contends the city railway company of Cedar Rapids, Ia. So the company has asked the city council to increase street car fares from 7 to 10 cents.

NEW LIGHT CAR.

HILLMAN MODEL AROUSES INTEREST.

For a considerable time popular rumour had been busy with regard to the entirely new car that the old-established Hillman firm were introducing for 1926-27.

The new car was shown for the first time at the Olympia Exhibition, and such had been the before-Show interest in this car that the Hillman Co. introduced the policy of issuing tickets for their Stand at Olympia.

There is little doubt that the new Hillman "Fourteen" is one of the finest 2-litre cars that have been placed on the market up to the present time, taking into consideration its extremely moderate price.

The models exhibited at the Show were the double dickey, "Fourteen" 5-seater Tourer and the "Fourteen" Saloon. All models are particularly suitable for overseas service, construction of chassis and body being particularly sound, ground clearance good, and the road performance under the most adverse conditions exceptionally satisfactory.

The latter point was borne out in the early days of September by a most difficult test carried out by the London motor journal, *The Motor*, from which the Hillman came through with flying colours.

Fitted with an engine of 72 mm. x 120 mm. bore and stroke, giving 35 h.p. at normal revs., the chassis has power enough to take even the Saloon model anywhere under the most adverse conditions. Provision also of a 4-speed gear-box is of material assistance in this respect.

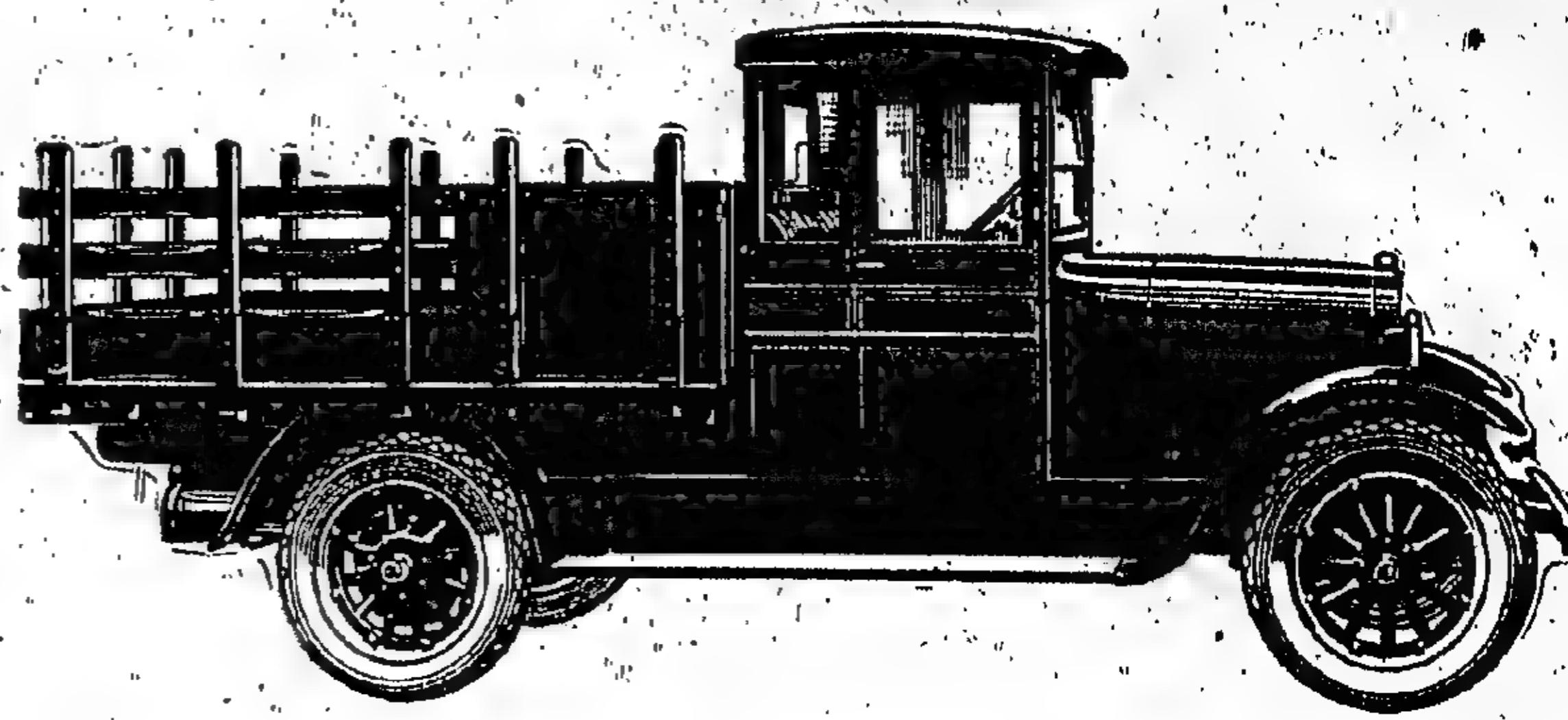
The world exporters of the Hillman cars are Messrs. Rootes, Ltd., 141, New Bond Street, London, England, who at the present time have representatives touring the world. Any enquiries in respect of territory not represented will, we understand, receive their immediate attention.

LONDON TRIES DOUBLE-DECK OMNIBUSES.

All-enclosed double-deck buses have at last made their appearance in London. Commenting on the interest aroused in the use of vehicles of this type in London and the provinces, *Motor Transport* refers to their advent as being another nail in the coffin of the tramcar: up to the present the only point where trams have scored over buses in England has been in their all-weather accommodation, so necessary in the fickle English climate.

SEND INVITATIONS.

Ten thousand Invitations to 104 different countries have been issued to delegates to the Second World Motor Transport Congress, New York, January, 1926. The event is sponsored by the National Automobile Chamber of Commerce and will be held at the time of the national automobile show in New York.



Friendly Counsel

Graham Brothers truck production for the first six months of 1925 equalled their entire production for 1924.

Words of commendation from good business men in every part of the world are responsible.

Thoroughly sold by their own experience with these trucks, they in turn are selling their friends.

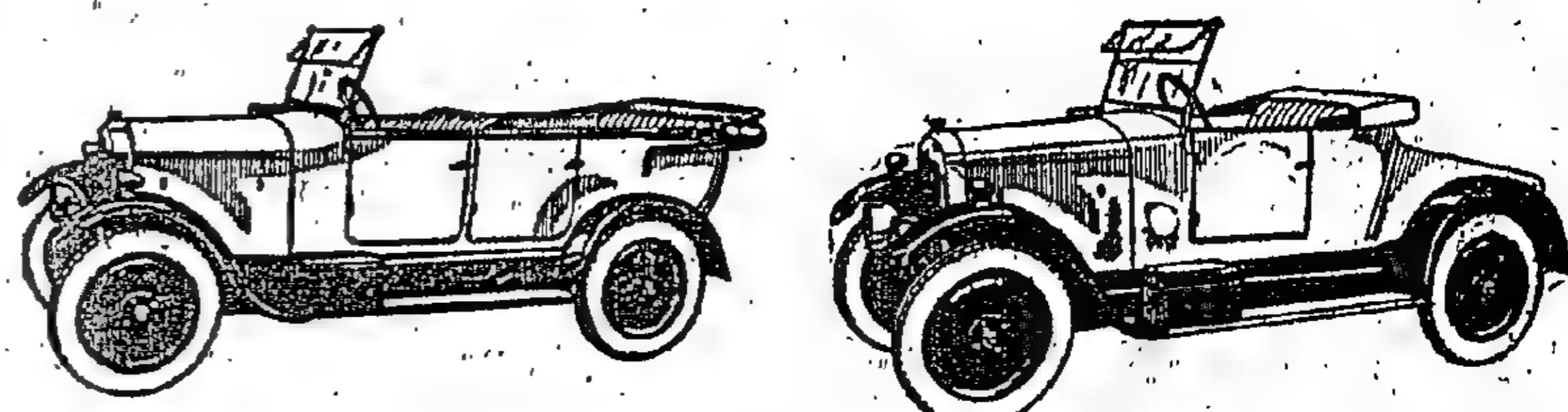
THE DRAGON MOTOR CAR CO. LTD.

33, Wong Nai Chung Road, (Happy Valley) C. 1246 or 1247.

GRAHAM BROTHERS
TRUCKS

SOLD BY DODGE BROTHERS
DEALERS EVERYWHERE

1926 SINGER 1926



FOUR SEATER "DE LUXE"

\$2,200

TWO SEATER "DE LUXE"

\$2,200

BRITISH THROUGHOUT

OVERHEAD VALVES

PNEUMATIC UPHOLSTERY

FOUR WHEEL BRAKES

DUNLOP RE-INFORCED BALLOON TYRES

AUTOMATIC WINDSCREEN WIPER

35/40 MILES PER GALLON

COMPLETE ALL WEATHER EQUIPMENT

LARGE RADIATOR

SMART, EFFICIENT AND ECONOMICAL

"SINGER"

represents all that is best in British Light Car Engineering.

FOR FULL SPECIFICATION AND DEMONSTRATION

APPLY TO

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

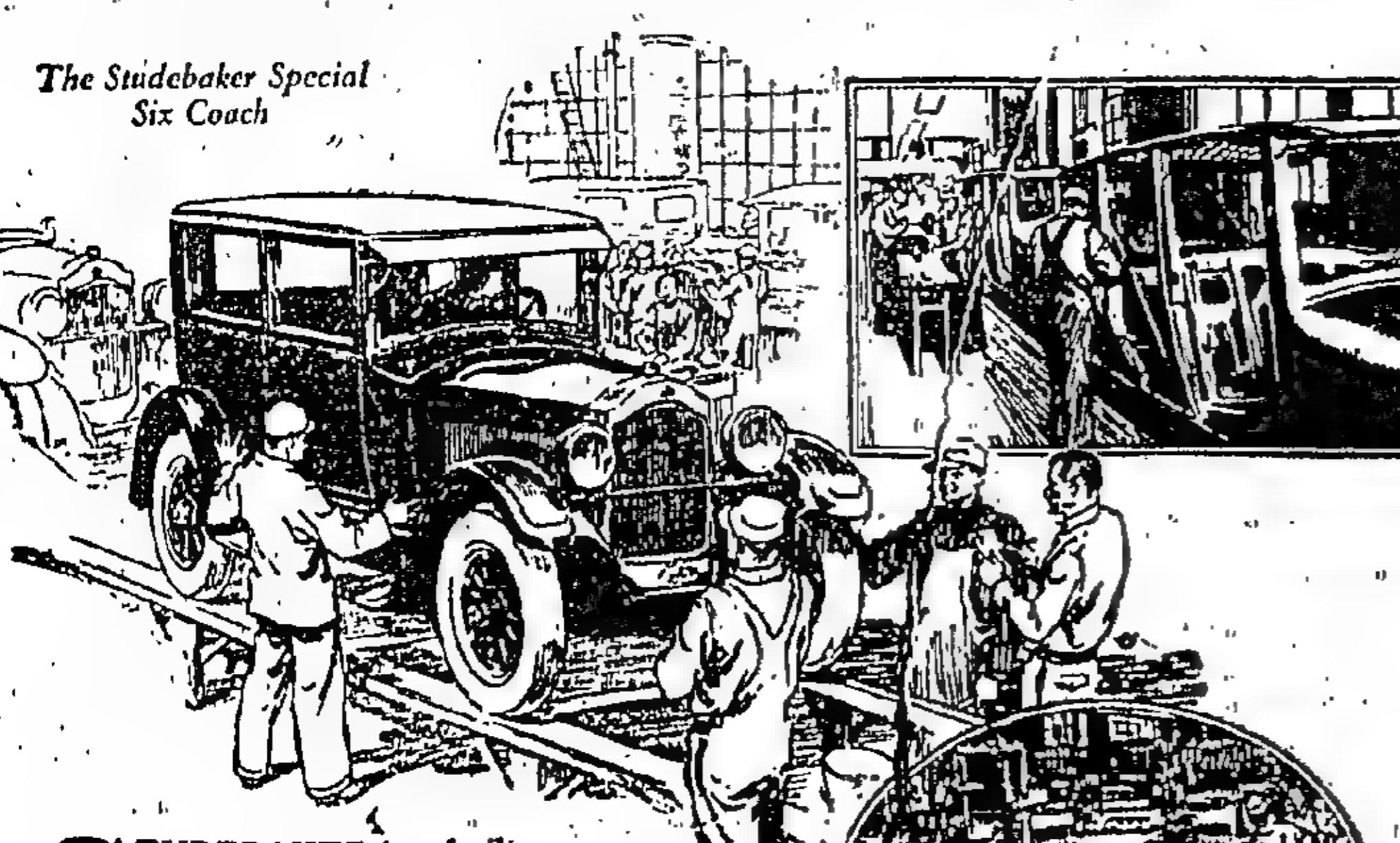
LIGHTING GAS USED.

A Detroit automobile firm uses manufactured lighting gas in testing its motors. The company says this gas is cleaner, safer and more economical than gasoline. Were it not for its bulk, it might be used better on every automobile.

SLOW TRAFFIC.

If the present rate of automobile manufacturing continues for another 10 or 12 years the output will be sufficient to supply every family a new car every year. Roughly speaking, the production has doubled every four years during the last decade.

CAR EVERY YEAR.



STUDEBAKER has built and equipped great plants in which it makes every vital part of its cars—engines, bodies, clutches, steering gears, differentials, gear boxes, springs, axles, gray iron castings, and drop forgings. Thus it eliminates the profits of outside parts and body makers.

One-profit manufacture not only effects savings which allow Studebaker to use better materials and workmanship, but it ensures perfect co-ordination of units. For every Studebaker part is designed and produced under the supervision of Studebaker engineers.

Only Ford in the low-priced field and Studebaker in the fine car field produce cars on a one-profit basis.

Studebaker "One-Profit" cars offer more in value, performance and endurance because of the conditions under which they are manufactured.

STUDEBAKER, South Bend, Ind., U. S. A.

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SALES
Tol. C. 4759

SERVICE
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STUDEBAKER
LEADERS OF QUALITY VEHICLES FOR 75 YEARS.



HONOURS LIST.

TWO KNIGHTHOODS FOR HONGKONG.

GOVERNOR'S K.C.M.G.

London, Jan. 1.
The New Year honours included the following:

K. C. M. G.

To be a Knight Commander of the Most Distinguished Order of St. Michael and St. George (K. C. M. G.), Mr. Cecil Clementi, the Governor of Hongkong.

Sir Cecil Clementi was appointed Governor of Hongkong last August, in succession to Sir Edward Stubbs, and arrived here on November 14. He was made a Companion of St. Michael and St. George in 1916. As we announced at the time of His Excellency's appointment to the Governorship, Sir Cecil Clementi was in the local Civil Service from 1899 to 1912, arriving here soon after his appointment as a cadet. Among other duties while here, he was Assistant Colonial Secretary on several occasions, and Assistant Registrar General. He left in 1913 to take up the Colonial Secretariate of British Guiana, and was appointed Colonial Secretary of Ceylon in 1922, where he was up to the time of being appointed Governor of Hongkong.

C. M. G.'s.

To be a Companion of the Most Distinguished Order of St. Michael and St. George (C. M. G.), Mr. William Peel, of Penang, and Mr. George Sansom, of Tokyo.

[Mr. Wm. Peel has had a long and distinguished career in the public service of Penang, holding several executive positions.]

Hon. K. C. M. G.

To be an Honorary Knight Commander of St. Michael and St. George, Tunku Ismail, of Johore. Tunku Ismail has served in the Johore State administration for many years, and is a member of the Malay nobility, and a relative of the Sultan of Johore.]

Knight Bachelor.

To be a Knight Bachelor (K.B.), the Hon. Mr. Chow Shou-son, member of the Legislative Council, Hongkong.

Sir Chow Shou-son is at present the Senior Chinese Unofficial Member of the Legislative Council, to which he was appointed by Sir Edward Stubbs in December 1921. Always has he taken a prominent interest in public life, and amongst many other activities he is on the Permanent Board of Direction of the Po Leung Kuk on the Court and Council of the University of Hongkong, on the committee of the Chinese Public Dispensary Committee, on the Chinese Permanent Cemetery Committee, and on the District Watchmen's Committee. He was made a Justice of the Peace in 1917. Formerly an official under the Manchu regime, Sir Chow Shou-son served in the United States as a Chinese Consul.]

Former China Admiral.

To be a Knight Grand Cross of the Most Honourable Order of the Bath (G.C.B.), Admiral Sir Alexander Duff.

[Sir Alexander Ludovic Duff, K.C.B., was Commander-in-Chief of the China Station from 1919 to 1922. Among other distinguished appointments he has held he was Asst. Chief of the Naval Staff from 1917 to 1919. He was appointed Rear-Admiral of the Fourth Battle Squadron, 1914-1917; and Admiral in 1921. He served in the North Sea during part of the war, and was in the Battle of Jutland, 1916, being mentioned in despatches and subsequently made a C.B. for his services.]

Made Viscounts.

Elevated to Viscountships, "Lords" D'Abernon and Dunedin.

[Lord D'Abernon, who is the British Ambassador at Berlin, has had a great deal to do with recent diplomatic events in Europe. Formerly Sir Edgar Vincent, he served conspicuously in Turkey and in Egypt, and entered Parliament in 1899. During the war he was chairman of the Board of Liquor Traffic Control. He was raised to the peerage as a Baron, in 1914.

Lord Dunedin, the first Baron, was raised to the peerage in 1905, and was formerly Sir Andrew Graham Murray. He is Keeper of the Great Seal of the Principality of Scotland. Called to the Scotch Bar in 1874, he later became Sheriff of Perthshire, Solicitor General, and afterwards Lord Advocate (Scotland). He represented Bute in

THE KNOWLEDGE OF CHRIST.

By the Rev. G. R. Lindsay, M. A.

"That I may know Him."—
Phil. 3.10.

It has often been said that there is a great difference between knowing things about Christ and knowing Christ Himself. What is my "self" as distinguished from incidents in my life? A man's self is found in his relation to things, and more especially in three vital relationships—to God, to his own consciousness and to others. When we speak of "knowing Christ" it is not to construct theories about His person, but to discover what He was in these three relationships. And this is what the four Gospels give:

1. His relation to God is that of a Son who is in absolutely unbroken communion with His Father. He never needed to return by the way of repentance. He was one who knew the things of God, not dimly doubting, but speaking as from a region of certainty with an authority which is as final as the Law of God itself.

2. In His relation to His own self-consciousness Christ is One in Whom we can find no trace of that dualism, the ideal self and the actual self which is so universal

Parliament from 1891 to 1905. Lord Dunedin was Lord Justice-General and Lord President of the Court of Session, Scotland, 1905-1913.]

New Peers.

Two new peers are created; the Rt. Hon. Sir Ernest Pollock, Bart; Master of the Rolls, being made a Baron, and the Irish peer, Baron Granmore and Browne, being made a Baron of the United Kingdom.

Sir Ernest Pollock, who was made a Baronet in 1922, has been Master of the Rolls since 1923; he is a member of the famous legal family, and was called to the Bar in 1885, becoming a K.C. in 1905. He was Controller of the Foreign Trade Department during the war and performed other services which earned him his knighthood in 1917. He was M.P. for Warwick from 1910-1923; Solicitor General 1919-21, and Attorney General 1921-22, and was made a Privy Councillor in 1922.

Lord Granmore and Browne (title created in 1836) is the third Baron, and was a member of the Irish Convention, 1917-18. He has been a Representative Peer for Ireland.

Other Honours. The Earl of Cavan is made a Knight Grand Cross of the Order of the Bath, and Sir W. G. H. Salmon a Knight Commander of the Order of the Bath.—*Reuters*.

General the Earl of Cavan, Chief of the Imperial General Staff since 1922, has had a very distinguished career. He served in the South African War; and increased his fine military reputation when commanding the Guards during the late war, and on the Platte front. He succeeded Sir Henry Wilson as Chief of the I. G. Staff in February, 1922.

Sir W. G. H. Salmon has been Air Vice-Marshal for a considerable period, and has been Director General of Supply and Research, Air Ministry, since 1921. He served with much credit in the South African War and the late war, receiving the D.S.O., several mentions in despatches, and other honours. He was also in the Boxer trouble of 1900 (China medal). He was made a Companion of the Order of the Bath in 1918.]

STEAMER AGROUND.

BROUGHT INTO HONGKONG.

As the Chinese steamer, Kwong Loo, was on her way from Shanghai to Canton, she grounded on the Tuishek Rock on December 25th, and was towed into Hongkong harbour yesterday afternoon.

The vessel, which is commanded by Captain G. L. Crawford, and owned by the China Merchant Steam Navigation Company, left Shanghai on December 19th, and when she grounded she damaged her engines. After being refloated, she was taken in tow by the Taku Kooing and brought to the Colony, where she is anchored at Buoy C. 59, at West Point. There were 1308 passengers on board.

IMPROVE YOUR GAME in 1926.

If its:

GOLF

TENNIS

FOOTBALL

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CROQUET

CRICKET

BASEBALL

BOWLS

BASKET BALL

or PING-PONG

Wm. Powell Ltd.
Telephone C. 4578TOYS
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CRACKERS
OFFERED AT25%
Discount

THE RITZ

NOW OPEN

Meals at all hours from 8 a.m. to 12.00 midnight

Morning and Afternoon Teas. Good Assortment
of Fancy Cakes.

Wedding and Christening Cakes to order.

Only the best food and wines served.

NOWELL B. WHITE,
Proprietor.

KUPPER BEER

A LIGHT GERMAN PILSENER

THE FINEST POSSIBLE VALUE FOR YOUR MONEY

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NEW & ATTRACTIVE POLICIES

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We are now in a position to supply the above direct to consumers and shall be pleased to do so in quantities upwards of 1 Cwt and 1 Gallon respectively.

PRICES, either Ex works or delivered, may be obtained on application.

Hongkong & China Gas Co., Ltd.

Phone C. 4704 C. 47 or K. 15.

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SHIPBUILDING MATERIALS SHIP CHANDLERS

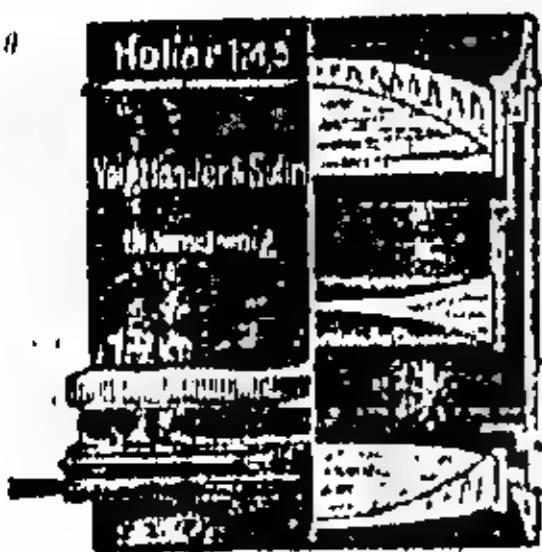
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TEL. 14, Central



Voigtländer



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Tough, long-fibred Asphalt felt
Trinidad Lake Asphalt Cement

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WHAT CHINA
CAN'T DO.

ATTACK OF INDIGESTION?

The *Philadelphia Public Ledger* in an editorial says:

Chinese of the more radical stripe are getting ready to set off a few fireworks at the forthcoming tariff conference in Peking. If they get control of the Chinese delegation, there is likely to be a demand for complete tariff autonomy. In the background they are holding the threat of abrogating the customs treaties.

Tariff autonomy will be discussed. But the Powers are not ready to contemplate action. Nothing like autonomy was nominated in the bond they signed at the Washington Conference. Considerable pressure was required on the part of the United States to bring the others over to a discussion of the subject.

But the Russians, whose influence is being felt more and more strongly in Peking, are urging the Chinese to take the full plunge. The Chinese extremists are attempting to push the Peking Government over the edge. The object is to have China declare all the "unequal treaties" null and void.

The mere declaration would have no tangible result. It would be when the Chinese Government tried to change the present order of the things by force that the trouble would begin. If an attempt were made to take over a customs office or to invade a foreign concession, violence would be inevitable.

This would suit Soviet Russia. It would suit the Chinese radicals, who pretend to believe that such action would start China upon a war of independence against the treaty Powers.

One capital mistake is here involved: China is not united. No foreign nation would contemplate a war for conquest of China. The task would be too stupendous. If a war grows out of the tariff conference or out of treaty abrogation, it will be fought between rival factions of Chinese. Chinese themselves would bear the brunt of the suffering. In the end the treaty Powers would support the faction likely to prove most amenable.

The United States has been willing to go far toward satisfying Chinese aspirations. It is ready to discuss tariff autonomy for application at some ripe time. It is prepared to surrender extraterritorial privileges as soon as the Peking Government is able to guarantee American rights in China. But if the Chinese attempt to take in more than they can assimilate, the only result will be an acute attack of indigestion.

AZTEC TRANSLATION.

PROFESSOR'S GREAT TASK.

A German translation of a very rare book, the original Aztec facsimile and corresponding Spanish text of the Franciscan monk, Fray Bernardino de Sahagun, is promised by a Frankfurt firm of publishers (Strocker and Schroder) when the hundred thousand subscribers necessary to defray the cost of printing have been got together.

Professor Edward Seler, the great German authority on the Aztecs and ancient Mexico, spent a lifetime over the study of the Aztec language, but died before he had completely finished his task of transcribing the ancient text of the first historian, whose name is familiar to the readers of "The Golden Bough." This was written some time during the sixteenth century from Indian accounts received by the Jesuit father at first hand and faithfully noted down on the spot. A Spaniard edited it in the early nineteenth century, and it formed the basis of Lord Kingsborough's "Mexican Antiquities," published in 1829.

Professor Seler, whose knowledge of the ancient Aztec language was unrivaled, found that the monk's translation was only approximate, and set to work to edit it. The results of his labours will be put together by his wife, and Professor Leemann, of the Berlin Ethnographical Museum, and are believed to open up new possibilities for the Aztec research work of the future.

MACKINTOSH'S

ANNUAL

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Just a few specimen bargains

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PYJAMAS

from \$5.00 per suit

usual \$8.50 to \$10.50 quality.

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very special value

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for Bows or Knots

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**HENRY HEATH
HATS**

all sizes and colours

\$7.50 each.

A few real
VELOUR HATS

\$7.50 each.

These goods are the
genuine remains of
this Season's stock.

Not specially bought
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From $\frac{1}{4}$ to $\frac{1}{2}$ off
current prices represents
the saving which can be
made.

We ask you in your
own interest to pay
us an early visit as
the best bargains are
ever the readiest
sellers.

Jaeger Silk and Wool
UNDERWEAR

Vests and Trunk Drawers
from \$4.50 per garment

usual \$8.00 quality.

Pull-overs and
WOOLLIES

mostly small sizes
from \$11.00 each.

Jaeger
DRESSING GOWNS

from \$18.50 each
a splendid assortment.

OVERCOATS

in all sizes and colours

$\frac{1}{3}$ off marked prices
ranging from \$37.50 net.

MUFFLERS

artificial silk or wool
from \$3.00 each.

A few odd pairs of
SHOES

\$9.50 per pair.

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& CO., LTD.

MEN'S WEAR SPECIALISTS

Alexandra Building.

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JUDGE ON HIS
CIRCUIT.

note the Sheriff generally decided that the doctor was right.
(Laughter.)

SOME OLD-TIME CUSTOMS.

The life of a judge on circuit and at the assizes was described to an audience at the Working Men's College at Camden Town the other day by Mr. Justice Sankey, who gave an historical account of how the circuit system and assizes came to be in England and some of the curious customs which prevail in different parts of the country.

"The King's Bench," he said, "went back to the time when the King sat upon a form and administered justice, and the King's Bench judges were merely appointed to act in place of the King when the latter could not be in two places at once. In the old days, when juries were appointed to act when one of them wanted to get off, service the jurymen sent to the Sheriff a doctor's certificate, and if this were accompanied by a Treasury

note the Sheriff generally decided that the doctor was right.
(Laughter.)

Touching on the black cap worn by the judge passing sentence of death, Mr. Justice Sankey said this had really nothing to do with the crime of murder. The black cap was originally part of the full dress of the judge, and it was that when passing sentence of death the judge usually wore full dress.

Mr. Justice Sankey spoke of the days when a judge had to be accompanied by the Sheriff with a retinue of two hundred men when travelling from Newcastle to protect him from raids of Scotsmen, who sometimes came over the border to take off the judge for ransom. In the passing of time the Sheriffs got "fed up" with this expense, and asked the judges to accept dagger money in order to provide their own escorts. To this day the custom prevails in Newcastle of presenting the Judge on Circuit with dagger money, which now consisted of one golden guinea.

ALBERT

FRENCH PASTRY COOK

22, Queen's Road, Central

is making his name better known every day by his French Cooking, done exclusively with fresh butter.

The amateur "gourmet" fond of "Marseille's Bouillabaisse," "Escargots de Bourgogne" and all other famous French dishes can go to "Albert" with confidence.

FRENCH WINES — CHAMPAGNES — LIQUORS
DINNERS TO ORDER.

Tiffins and Dinners served from 10.30 a.m.
to midnight.

French Cakes and French Chocolates made by "Albert" himself.

Nice selection of French fancy boxes just arrived from France by the "Andre Lebon."



WOMEN'S INTERESTS

Give Them
TO YOUR
FRIENDS
(1 lb. and ½ lb. Tins)



MONOGRAMMED.



The newest handbag is not different in shape, but adds originality by some odd arrangement of monogram, or silver or jewelled ornament. This leather envelope bag with the two-letter monogram is very smart.

TWO NOVELTIES.

Silk and cotton poplin are the latest materials to be pressed into service as tablecloths and serviettes. These are shown in deep shades, such as, violet, patterned with grey, or a fairly deep shade of blue combined with yellow, the napkins matching. To complete the scheme, enamelled glass is used in the same colours.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 17



BY VANESSA.
IN "SKY HIGH."

British girls give the credit for their lovely pink and white complexions to their climate, which is damp and foggy.

I believe it isn't necessary to live in a damp climate to have a good skin. We have plenty of rainy days over here, why not take advantage of them?

Whenever I wake and see the rain on my window pane, I put on my oldest clothes, my raincoat and my rubbers and saunter forth for a good long walk. I usually have to go alone because most of my friends value their marcel or their pleats more than they do their complexions.

I let the rain beat down on my face and enjoy it. When I get home, take a good bath, and get into my afternoon clothes. Mother Nature has given me a makeup that I can't begin to produce in any other way.

PICTURE HANGING TROUBLES.

A picture that has to be placed in a difficult position over the staircase or in a high room is often the cause of much domestic trouble, and that is why a little invention that has just been placed on the market will be welcomed by so many women. The device is called a "Pictic," and it costs half-a-crown. It consists of a tall rod, on the top of which is fixed a piece of metal tube. On this tube are attached two little pieces of wire, so devised that they take up the picture cord and stretch it out ready to hang over the hook. Any picture can be fixed in position in a couple of seconds.

The need for new brown paper at the back of the picture is often ignored, so the dust creeps in and soon ruins the delicate water-colours, print or photograph. Paste new paper over the back of the frame when the old is cracked.

"SAFETY FIRST" MATS.

Everyone knows that accidents occur from the slipping of mats and rugs on polished floors. Yet parquet and linoleum covered floors are increasingly popular and the polished surface is almost always in evidence in halls. Here, too, there are always mats and there is in particular that dangerous one at the foot of the stairs.

Mishaps can be guarded against, however, if a thin piece of crepe rubber is stitched on the wrong side of every mat that is placed on a polished surface. The crepe rubber maintains an absolutely firm grip on the floor and prevents any mat from slipping, no matter how hasty or careless the foot-step.



An afternoon frock, negligee and hat that show the latest style tendencies.

GORGEOUS EVENING CLOTHES.

The robe à la style, that is the period gown, is an important addition to the wardrobe of the well dressed woman.

No matter how many up-to-the-minute costumes she may own she will find that a bouffant, picture gown enhances her beauty and adds a touch of romance and a suggestion of the picturesque that is exquisitely satisfying.

Since gowns for day have become so simplified and so simple as to line and treatment, there is a growing feeling that the evening gown should offer contrast, and that gorgeous materials and elaborate ornamentation should prevail.

The moulded bodice is becoming more and more popular, and one senses a distinct feeling for the waistline in many of the newest evening attire. The full skirt has definitely arrived.

Materials become more elaborate by the minute. Velvet is the most popular fabric of the moment, used for day, and for evening for gown and wraps.

Velvet has never been more gorgeously embroidered, beaded, jewelled and ornamented than this year.

Gold brocade, gold lace and combinations of velvet and brocade are excellent style.

There is a definite return to the formal evening frock with a very low decolletage, particularly in the back and cut low under the arm.

A very popular new silhouette shows the high drapery of the skirt in front and the low, moulded line in the back.

The jabot treatment has been popular all season for day frocks, and is being developed very beautifully in chiffons and satins for evening.

The irregular hemline is preferred to the straight, and there are many long-skirted models and some trains seen in the French collections.

There is much talk of the return of the bustle, and some new tricks in drapery that give a bustle effect; but whether this will prove at all popular with women or not remains to be seen.

The importance of flowers cannot be overstated. They are placed on the costume without rhyme or reason, and are of most exaggerated sizes and exotic colourings.

Jewels, too, are definitely a part of the smart evening costume. Because of the overpopularity of costume jewels, there is a tendency to avoid the obviously artificial and to use real stones.

"DICE DRESS."



Paris just dotes on designing unique frocks such as this one. It is of black chiffon in smart straight lines and the unique feature is a cluster of regular dice at the end of a long ribbon necklace.

THIS WEEK'S RECIPE.

COFFEE CAKES.

Required: 6 ozs. of flour, 2 ozs. of butter or margarine, 3 eggs, milk if necessary, 1 teaspoonful baking powder, 6 ozs. of sugar, 1 tablespoonful of coffee essence, salt.

Whisk the eggs, add the sugar and continue whisking until thick and frothy, then put in the coffee essence. Sieve the flour, baking powder, and salt, and just melt the butter, and stir them alternately to other ingredients.

Three-quarters fill some small greased tins with the mixture, and bake in a moderate oven for about 15 to 20 minutes.

Note.—If liked, these cakes may be iced with coffee glace icing.

IF YOU WOULD HAVE PRETTY ARMS.

A pretty arm must be perfectly proportioned, neither too plump nor too thin, but both faults can be remedied with care and trouble. A too plump arm can be reduced by massage with an astringent lotion and the use of a reducing fluid. When too thin, massage with oils or a good "feeding" cream will soon effect an improvement, especially if the massage is assisted by exercises for developing them.

Massage for reducing must be given with firm hard strokes, and that for putting on flesh given very gently, pinching and kneading the skin to stimulate the muscles.

Exercises with light Indian clubs, weighing not more than a pound each, will be very beneficial. Swinging the clubs round and round is one of the best, but a little book on Indian club exercises can be bought for a few pence.

Pretty arms, besides being beautifully shaped, should be soft and white. To whiten and soften the arms rub with a paste made with fine oatmeal and milk. This should be rubbed into the skin after washing and drying the arms, and will be equally beneficial whether they are too plump or too thin.

NEWEST DRESS FAD.

In the twinkling of an eye a maiden dressed in a gown of brilliant hue may become a demure miss garbed in black from head to foot. A dressmaker with something of the quick-change artist in his make-up is responsible for this newest novelty of the season on the Riviera.

The reversible dress in the ingenious arrangement by which its wearer need lose no more time than a chameleon in changing her colour scheme. By means of large ornamental buttons the dress may be turned inside out or outside in. Usually one side is white or black and the other a bright colour.

A maidon entering the Casino with high hopes and a reversible dress may come out either in black or brilliant rose depending upon whether or not she could guess the gyrations of the little red ball. To go with the reversible dress is a reversible hat, one side straw and the other in felt or silk.

WAYS WITH THE COMPLEXION.

To make and keep the skin soft, white and smooth remove lines and wrinkles and fill out hollow in the cheeks, try what a cocoa butter mask will do. Cocoa butter can be bought at almost any chemist's prepared for toilet purposes, and is not expensive. Take about half a small stick of the "butter" and put it in a little bowl. Stand the bowl in hot water till the butter is soft. Cleanse the face and throat (the cocoa butter is excellent for filling out thin and scraggy necks) with soap and very warm water. Dry the skin gently, then with the tips of the fingers spread the butter over the entire face and throat. Spread it smoothly and leave on the skin from half an hour to one hour. Then wipe off with a soft cloth slightly warmed before a fire.

If this mask is applied in the morning, it will not be necessary to wash the face after removing the butter. Wipe off all traces of the grease then apply the powder puff in the usual way. The cocoa butter makes the skin beautifully soft and smooth, and the warm cloth passed over the face prevents any suggestion of greasiness.

Small fine lines around the nose and mouth disappear as if by magic after two or three of these complexion masks, while a face that is inclined to be too thin and show unbecoming hollows takes on once more the rounded contours of youth.

If the throat only is in need of attention, sponge it with very hot water, after washing with soap and water. Then spread the cocoa butter thickly over the skin and wrap off a piece of butter muslin lightly round the throat. The "butter" not only whitens and softens the skin, but fills out hollows and removes those ugly little lines around the throat which give such an ageing appearance to a woman.

STYLISH COLLAR.



The new evening wraps for this season are often seen with collars of velvet instead of fur. The velvet is often in two or three colours and is usually bunched in this fashion. Gold or silver cloth or metal brocades are also used this way.

THIS WEEK'S RECIPE.

DATE CUSTARD PIE.

One-half pound dates, 2 cups milk, 2 tablespoons sugar, ½ teaspoon salt, 3 eggs, plain pastry.

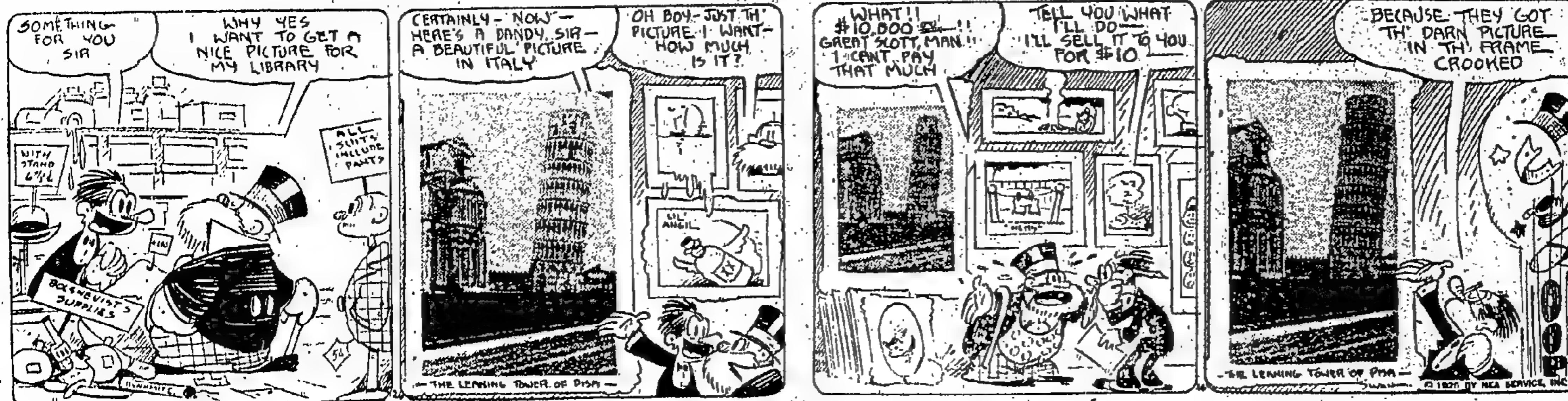
Scald dates and remove stones. Add to milk and cook over hot water for 20 minutes. Rub through a sieve. Beat eggs well with sugar and salt and slowly beat in milk mixture. Turn into a pie dish lined with plain pastry and put in a hot oven to bake crust. Reduce heat and bake slowly until custard is firm to the touch.

BIRD WITH GOLDEN WINGS.

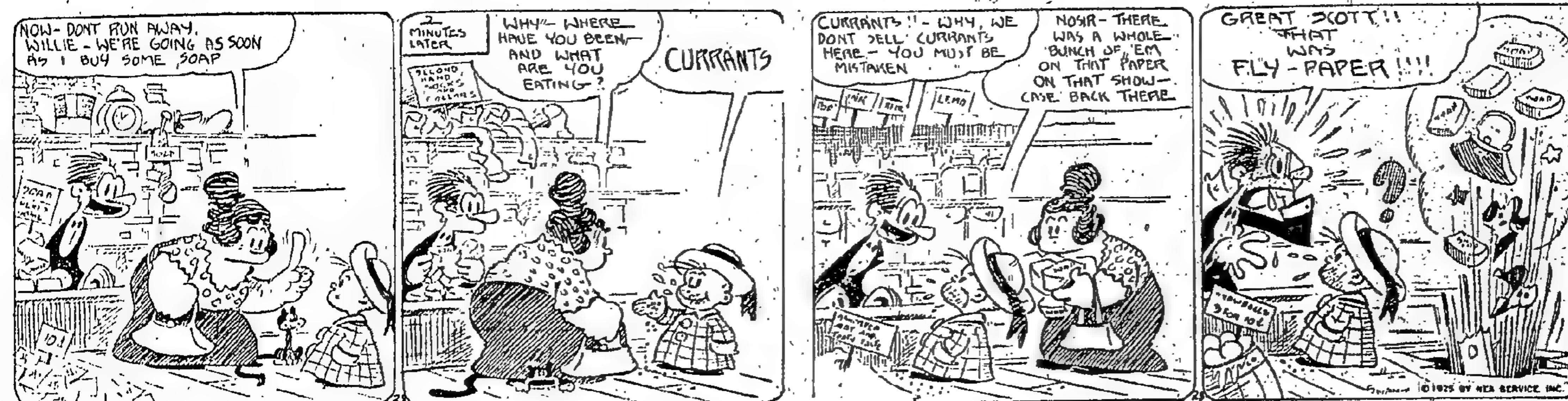


At least Eleanor Gale, Broadway beauty, had a pair of golden wings winging in the air at a meeting of the "Quiet Brotherhood," pinned on her by Colonel H. B. Hartnett, vice and president of the organization, after she had sung for them "The Bird Song."

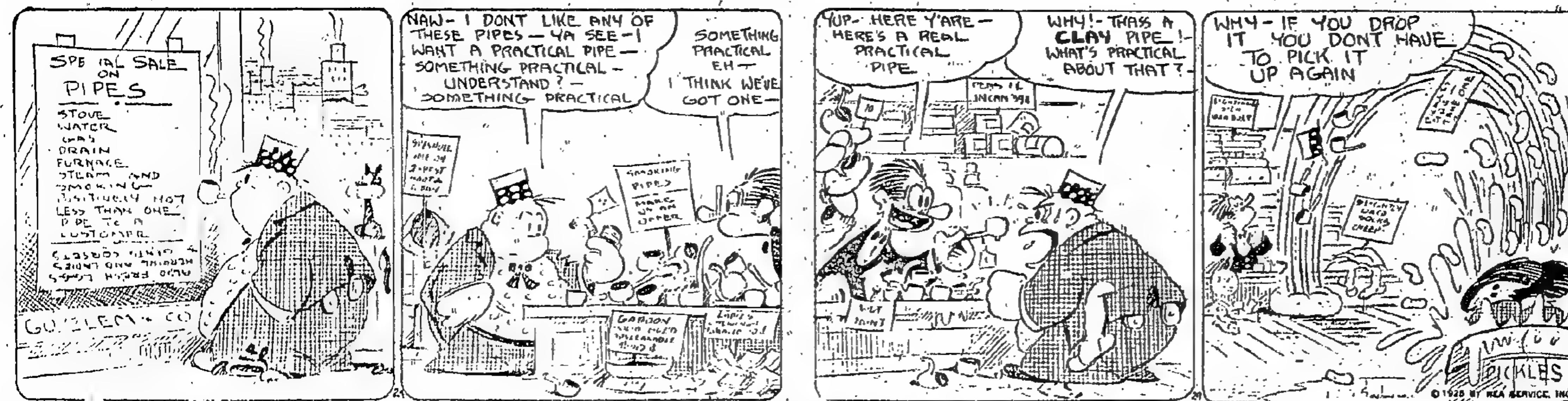
SALESMAN SAM



Anyhow, They Looked Like Currants to Willie.



You Couldn't Pick It Up Again.



Where's Your Manners, Guzz?



Just What He Wanted.



SAFE FLYING.

HOLT PARACHUTE ON TEST.

The first public demonstration of the Holt parachute was given at Stag-lane Aerodrome recently. Captain H. Spencer carrying a Holt Autochute in a pack on his back, dived head first from an aeroplane flying at a height of about 1,000 feet.

After he had fallen a short distance the pack opened and a small pilot parachute sprang out, followed by a larger "stock" parachute which checked his fall. Immediately afterwards the 17ft. main parachute opened, and Captain Spencer was lowered towards the earth. The entire opening was completed smoothly and before the experimenter had dropped many feet.

There was a moderate wind blowing at ground level at the time, but Captain Spencer was able, instantly after landing, to "spill" the air from his parachute and so avoid being dragged along the ground. Captain Broad piloted the aeroplane.

After his decent Captain Spencer, who has made more than 100 drops, said that he preferred to dive head-first when leaving the aeroplane. As he was falling he had watched the pilot, stock and main parachutes as they opened after leaving the pack on his back. The apparatus had worked perfectly.

The opening of the autochute pack can be effected by hand, by a "static" line, or by an automatic delay mechanism.

HAND OF BURNS.

HIGH PRICES FOR MSS.

A series of Burns' letter and autograph manuscripts brought high prices last month at Sotheby's. They were the property of the late Mr. Duncan Ferguson, of Burntisland, and many were purchased by Major T. C. Dunlop, of the Burns Museum at Alloway, presumably for that institution.

The highest price of all—£335—was paid by Mr. Spencer, of New Oxford-street, for an autograph poem, "To the Unco Guid," on $2\frac{1}{2}$ pages quarto. The same buyer gave £150 for an autograph poem on $1\frac{1}{2}$ pages, "On Reading in a newspaper an account of the Death of J. Mc—"; and £105 for a portion of an autograph poem, "On Scaring some Waterfowl." Major Dunlop gave sums ranging from £275 downwards for single letters and poems, among the original recipients of which were Miss Jane Ferrier (afterwards Mrs. Graham), Mrs. McLehose, Mrs. Dunlop, Allan Cunningham, and Dr. John Moore.

CANADIAN PROGRESS.

A RECORD OF FORTY YEARS.

Forty years ago, on November 7th, Donald A. Smith, afterward Lord Strathcona, drove the last spike on the new Canadian Pacific Railway uniting the rails stretching westward from the Atlantic Ocean and those eastward from the shores of the Pacific at Craigellachie, British Columbia. That act united Canada politically and physically. A small obelisk alongside the track shows trans-continental travellers by the Canadian Pacific the picturesque spot in Eagle Pass where the last spike was driven.

There was no banquet, no speech-making, no display. General Manager William Van Horne, afterwards Sir William Van Horne, and the second president of the Canadian Pacific, when called upon for a "speech" simply said: "All I have got to say is the work has been well done in every way." Van Horne pushed his titanic task through in five years when he had ten allotted to finish it. In Milwaukee Van Horne "discovered" Thomas Shaughnessy, who later succeeded him as president of the Canadian Pacific and became Lord Shaughnessy. In ten years Lord Shaughnessy expended \$300,000,000 in rebuilding the railway. Van Horne had constructed, in buying ocean steamships and on irrigation projects and other improvements.

WIDE TEAMWAYS FOR STREAM PARADES

YESTERDAY'S FOOTBALL.

ARMY WIN CLEVERLY FROM NAVY.

[BY "WANDERER."]

Two rather bad mistakes by Navy defenders made possible the margin of difference enjoyed by the Army in their 4-1 success at Sookkumpo yesterday. Play was not nearly so one-sided as the score would suggest, though on the whole, the Army players must be given credit for keeping their positions so perfectly.

They too were the more forceful side, the side more prepared for any opportunity which presented itself, and little fault could be found with the shooting. Humberstone put in several brilliant shots in the first half, but Anderson, at the other end also had moments of anxiety and the Army were lucky to be leading at the interval.

The goal was the climax to a perfect movement, the Navy defence being spreadeagled and Butler receiving unmarked about fifteen yards out. He met the ball first time and it curled under the bar, the goalkeeper making not the slightest attempt to save, having evidently satisfied himself that the ball was passing over. That was the first mistake.

The second goal, scored by Charlesworth soon after the resumption was the fault of either Wright or Carpenter. Both crossed to the left where play was developing leaving Charlesworth in the goal area with only Moody to beat. Humberstone slipped the ball neatly and of course Moody had no chance with Charlesworth's clever shot to the left hand side of the net. Moody reached it with an extended hand but there was some boot behind the ball.

The Army had rather the better of matters after their second success and Charlesworth again netted though the scoring shot was intended as a centre. He could scarcely have been more than six feet off the line when he centred but it was so well placed that it curled under the bar, struck the far post and entered the net. Humberstone presented Butler with an easy chance some twenty minutes later and the inside-left beat Moody all over his goal.

The Navy's goal came shortly before the end when McBrinn burst through and tapped the ball neatly over Anderson's head when the goalkeeper ran out.

The game was thoroughly enjoyable from every point of view. Fought at a fast pace from start to finish, there were thrills and capital football at both ends, and it would have caused no surprise had some such ridiculous score as 7-6 materialised. Humberstone was in his very best form, shooting superbly, but met with no success, and the same might be said of Conner who was the most lively member of the Navy attack.

The Army's success was founded largely on the play of their half-back line. Sims with impressive coolness stood up to the full-blooded dashes of the Navy forwards, and yet was always initiating attacks on one wing or the other. Bristow maintained a high standard and with Sims worked with fine understanding. McGreavey did not have his best day but he gave a capable display against the very smart Conner—Leonard wing.

Cooper and Jordam slow in settling down, as the game progressed improved considerably, and were giving very little away in the second half. Forward, the Army were well served in all positions, though at times Pulford made mistakes through lack of knowledge and understanding with his partners. He had not the same control of the ball as the men on either side of him but he gave Charlesworth many opportunities to shine with neat passes. Pulford is yet young and is likely to come on.

The strong part of the Navy was the middle line. Willocks, Hudson, and Carpenter, were always the equal of McGreavey, Sims and Bristow and they showed the more prominently since they were more often called upon for an effort. Willocks gave a sparkling exhibition and Hudson's interceptions showed keen anticipation. Thomas and Wright kicked well but their tackling was too often just that fraction of a second too late. The forwards looked dangerous but flattered only to deceive. Conner was the only dangerous shot.

The proceeds were devoted to Naval and Military charities, and with a fair sum added to the "gate" by the sale of pro-

PEAK HOSPITAL.

NOW A GOVERNMENT INSTITUTION.

The *Gazette* notifies that on and after January 1st, 1926, the Peak Hospital will be financed as a purely Government Institution under the direction of the Principal Civil Medical Officer.

An Advisory Committee of three medical practitioners with the Principal Civil Medical Officer ex-officio Chairman will be appointed by His Excellency the Governor annually to assist Government in the management of the Hospital.

All registered medical practitioners in the Colony will enjoy equal rights with regard to the admission of patients and will continue to treat their own patients in the Hospital as hitherto, charging and collecting their own fees for professional attendance.

The nursing staff will be Government servants and form part of the nursing staff of the Colony's Medical Department.

Fees charged for nursing and diet will be:—First class \$10 per diem, second class \$5 per diem.

HOME FOOTBALL.

LEAGUE RESULTS.

London, Jan. 1. The following are the results of football matches played on New Year's Day:—

Division I.

Bury	1	Everton	0
Liverpool	3	Aston Villa	1
Manch. City	3	West Brom.	1
Newcastle	1	Burnley	3
Sheffield U.	11	Cardiff	2
Sunderland	1	Leeds	3
Bolton	5	Birmingham	3

Division II.

Barnsley	3	Port Vale.	0
Middlesbrough	1	South Shields	2
Stockport	1	Swansea	3

Division III (North).

Barrow	2	Ashington	3
Chesterfield	2	Lincoln C.	0
Durham	0	Reeddale	2
Hartlepools	1	Halifax	1
New Brighton	2	Doncaster	1
Southport	0	Crewe	0
Tranmere	3	Rotherham	1
Wigan	6	Wrexham	1

Scottish.

Aberdeen	2	Dundee	1
Airdrie	1	Falkirk	1
Celtic	2	Rangers	2
Hearts	1	Hibernians	4
Motherwell	1	Hamilton	0
Partick T.	2	Clydebank	2
Raith R.	2	Cowdenbeath	1
St. Mirren	1	Morton	0
	1	Kilmarnock	4

In a friendly match, at Glasgow, Queen's Park drew with Corinthians, one goal all.

In the First Division, English League, the match between Blackburn and Huddersfield was abandoned at half-time on account of the bad weather. The score then stood at one goal all.—*Reuter.*

AUSTRALIAN CRICKET.

BIG WIN FOR NEW SOUTH WALES.

Melbourne, Dec. 31, New South Wales defeated Victoria by an innings and 162 runs. The scores were:

Victoria ... 413 and 130.
New South Wales ... 705.

In Victoria's first innings, Love scored 115, Ponsford 68 and Woodfull 53. Macartney took seven wickets for 85 runs; whilst in their second innings Kellaway took 3 for 12, Mailey 3 for 34, Macartney 2 for 16 and Gregory 2 for 57.

For New South Wales, Andrews scored 61, Taylor 66, Macartney 59, Rock 81, Kellaway 145 and Oldfield 129. The latter partnership produced 226, which is a record for the ninth wicket.—*Reuter.*

grammes at all prices, and the raffle for the ball, the organisers must have been well satisfied with the result of their endeavours."

"SINGLE TWO, MARRIED ONE. The most remarkable thing about the Married v Single match at Kowloon yesterday was the fact that both teams were really trying to play football. The mystery of the match was that they managed to keep up appearances until the final whistle blew. Result Single 2, Married 1.

The proceeds were devoted to Naval and Military charities, and with a fair sum added to the "gate" by the sale of pro-

BANKS.

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A. H. Compton, Esq., J. A. Flanagan, Esq.
Hon. Mr. P. H. Holycross, T. G. Weall, Esq.

Chief Manager
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

LONDON BANKERS: WESTMINSTER BANK LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 21st. Feb., 1924.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3% per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed in FIXED DEPOSIT at CURRENT RATES.

For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW,
Chief Manager.

Hongkong, 7th, January 1925.

THE BANK OF CANTON LTD.

Head Office Hongkong.

Established 1912.

Authorised Capital \$1,200,000

Paid Up Capital \$1,075,000

Reserve Fund \$100,000

BRAANCHES: Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

CORRESPONDENTS in all principal cities of the world.

LONDON BANKERS: The Lloyd's Bank Ltd.

Every description of Banking business transacted.

Deposit Boxes to let.

LOOK POONG SHAN,
Chief Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$61,000,000

Paid Up Capital \$18,275,600

Reserve Fund \$8,629,425.24

HEAD OFFICE: PEKING.

HONGKONG BRANCHES:

4, Queen's Road Central.

Branches and Sub-banks all over China and correspondents in Europe, America and other parts of the world.

LONDON BANKERS: The National Provincial and Union Bank of England Ltd.

The Guaranty Trust Company of New York.

NEW YORK BRANCHES:—The Irving National Bank, The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms of application.

Every description of Banking business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

T. T. YEE, PEI,
Manager.

THE BANK OF CHINA.

(Established 1912.)

Authorised Capital \$20,000,000

Paid Up Capital \$8,000,000

Reserve Fund \$4,000,000

BRAANCHES:

Batavia, Hanoi, Pondicherry.

Bengal, Hengkong, Saigon.

Calcutta, Manilla, Shanghai.

Changchun, Nagasaki, Singapore.

Dairen, Nanking, Tientsin.

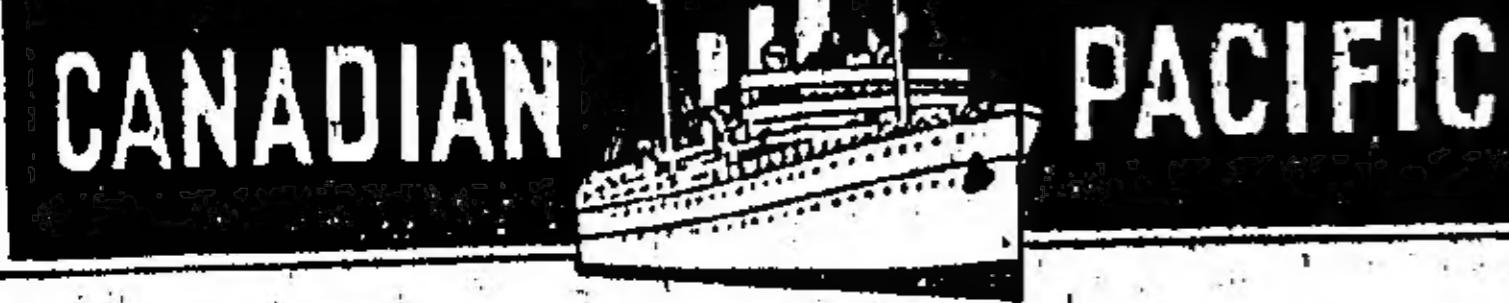
Finglou, Peking, Tientsin.

Hankow, Rio de Janeiro, Tientsin.

Hainan, Honolulu, Rio de Janeiro, Tientsin.

Habub, Tientsin, Tientsin.

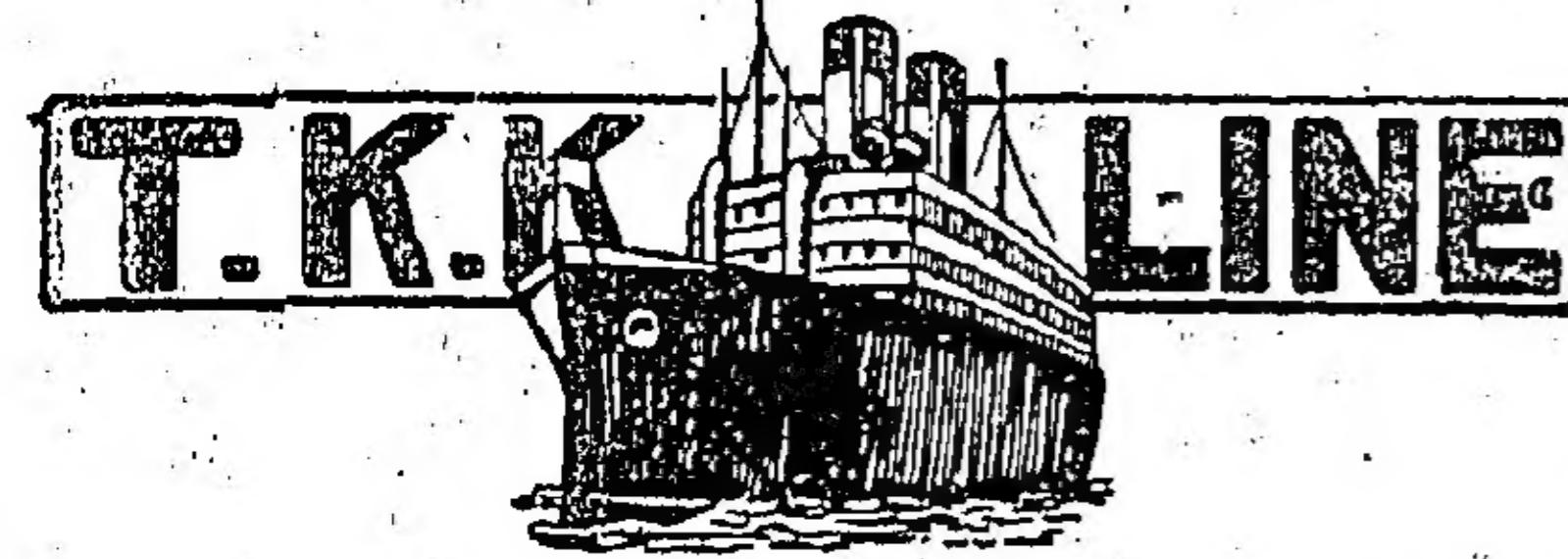
Hainan, Tients



CHANGE IN SAILING
THE
EMPERESS OF RUSSIA
WILL SAIL FOR
MANILA
At 8 p.m., SATURDAY, Jan. 2nd.
Arriving Manila
At 8 a.m., MONDAY, Jan. 4th.

RETURNING
Leave MANILA
At 4 p.m., MONDAY, Jan. 4th.
Arrive HONGKONG
At 8 a.m., WEDNESDAY, Jan. 6th.

Passenger Department: Tel. C. 752; Cables: "GACANPAC."
Freight and Express: Tel. C. 42; Cables: "NAUTILUS."



HONGKONG—SAN FRANCISCO LINE

via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU
Characteristics San Francisco with Southern Pacific, Santa Fe & Western Pacific Railroads
TENYO MARU ... From Hongkong ... January 11th.
SHINYO MARU ... " " February 9th.
TAIYO MARU ... " " March 9th.

REDUCED FARE TO EUROPE.
First Class £120 Cabin Class on Atlantic £112 Second Class £80

CABIN CLASS STEAMERS

REDUCED FARES

Honolulu GS215, San Francisco GS290, Europe £105, £97, £95.
KOREA MARU ... (Omit N'saki) ... From Hongkong ... Jan. 24th.
SIBERIA MARU ... " " Feb. 20th.
KOREA MARU ... " " April 6th.
SIBERIA MARU (Omit Honolulu) ... " " May 4th.
Proceed from San Francisco to Los Angeles with cargo only.
Proceeds up River and bath alongside Manetau wharf at Shanghaia

SOUTH AMERICAN LINE

The only direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chile.
RAKUYO MARU ... From Hongkong ... January 26th.
GINYO MARU ... " " March 3rd.
Agent at Canton. Y. TSUTSUMI, Manager, King's Building.
Messrs. T. E. GRIFFITH, Ltd. Tel. C. 2874 & 2875

AMERICAN ORIENTAL
MAIL LINE

Speed and Comfort...
SHORTEST ROUTE TO THE
United States!
SEATTLE & VICTORIA via SHANGHAI-KOBE-YOKOHAMA
SS "PRESIDENT JEFFERSON" ... January 4th, 5.00 p.m.
SS "PRESIDENT GRANT" ... January 16th, 5.00 p.m.
SS "PRESIDENT MADISON" ... January 28th, 5.00 p.m.
EUROPE £120-£112-£100.
First Class on the Pacific, First Class on American or Canadian Railways. First Class and Mansions on the Atlantic. Choice of Trans-Continental Railways. Any Liner on the Atlantic. Through accommodation and booking arranged.

FOR MANILA

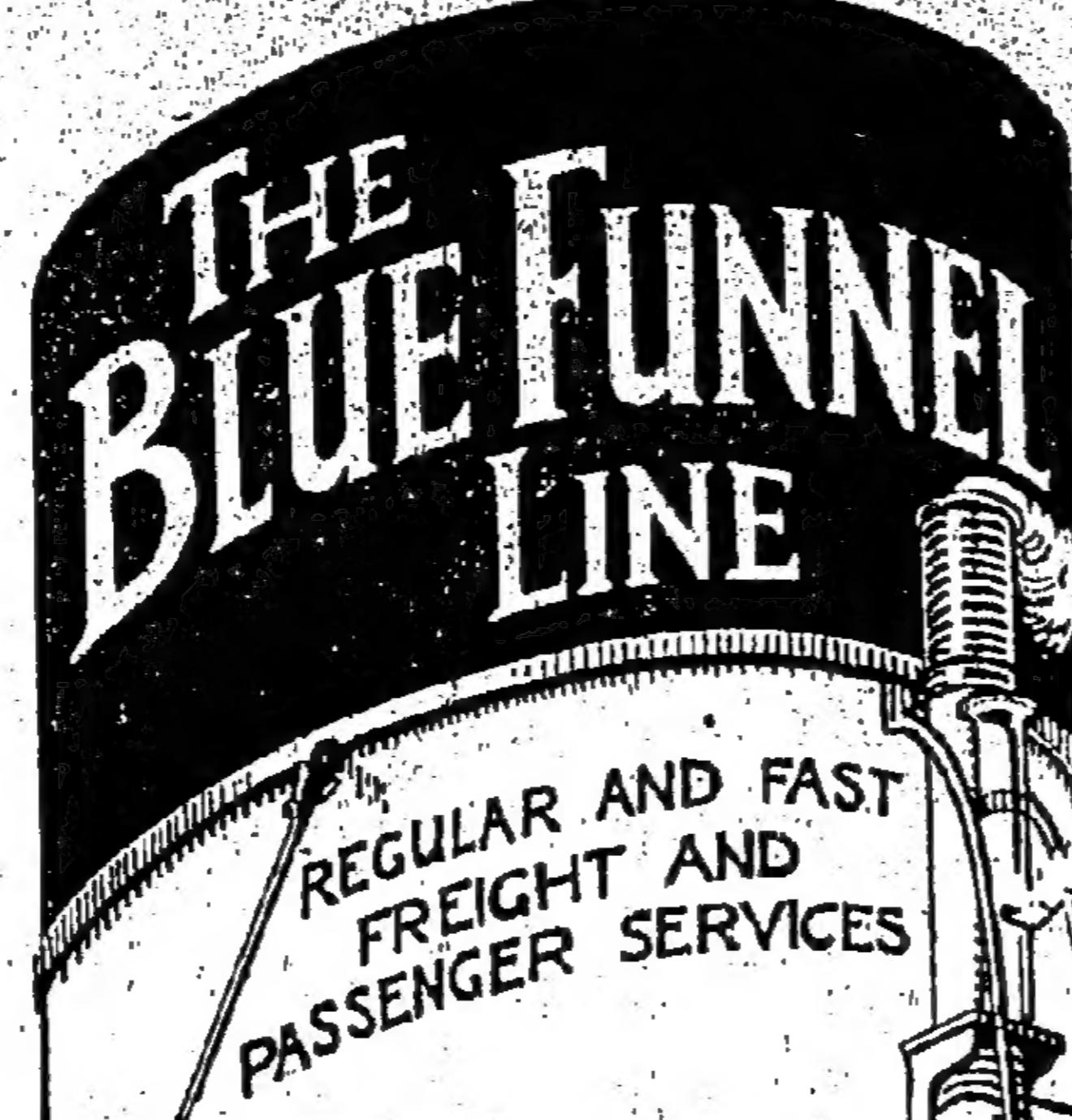
SS "PRESIDENT GRANT" ... January 8th, 5.00 p.m.
SS "PRESIDENT MADISON" ... January 20th 5.00 p.m.
SS "PRESIDENT JACKSON" ... February 1st, 5.00 p.m.

Through Bills of Lading to all United States and Canadian Overland Points, also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our Offices, SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE

Managing Committee for United States Shipping Board
Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2474, 2478 and 795. No. 4, Des Voeux Road.



LONDON SERVICE
"ANTENOR" 13th Jan.
"DARDANUS" 26th Jan.
"EUMAEUS" 9th Feb.
"AUTOMEDON" 23rd Feb.
Marseilles, London, R'dam & Glasgow.
Marseilles, London, R'dam & Hamburg.
Marseilles, London, R'dam & Glasgow.
Marseilles, London, R'dam & Glasgow.
LIVERPOOL SERVICE
"ACHILLES" 6th Jan. Genoa, Marseilles, Havre, Liverpool & Glasgow.
"RELLEROPHON" 20th Jan. Genoa, M'sles, Havre, Liverpool & Glasgow.
"LAOMEDON" 1st Feb. Genoa, Havre, Liverpool & Glasgow.
"MEMNON" 20th Feb. Genoa, Havre, Liverpool & Glasgow.
PACIFIC SERVICE
via KOBE & YOKOHAMA.
"IVION" 10th Jan. Victoria, Vancouver & Seattle.
"PHILOCTETES" 27th Jan. Victoria, Vancouver & Seattle.
NEW YORK SERVICE
"CYCLOPS" 7th Jan. Boston, New York & B'more via Suez.
"YANGTSE" 19th Jan. Boston, New York & B'more via Suez.
Calling New York before Boston.
Also cargo steamers with limited passenger accommodation at
specially reduced fares.
For freight and passage rates and information apply to—

Butterfield & Swire.
Agents.



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

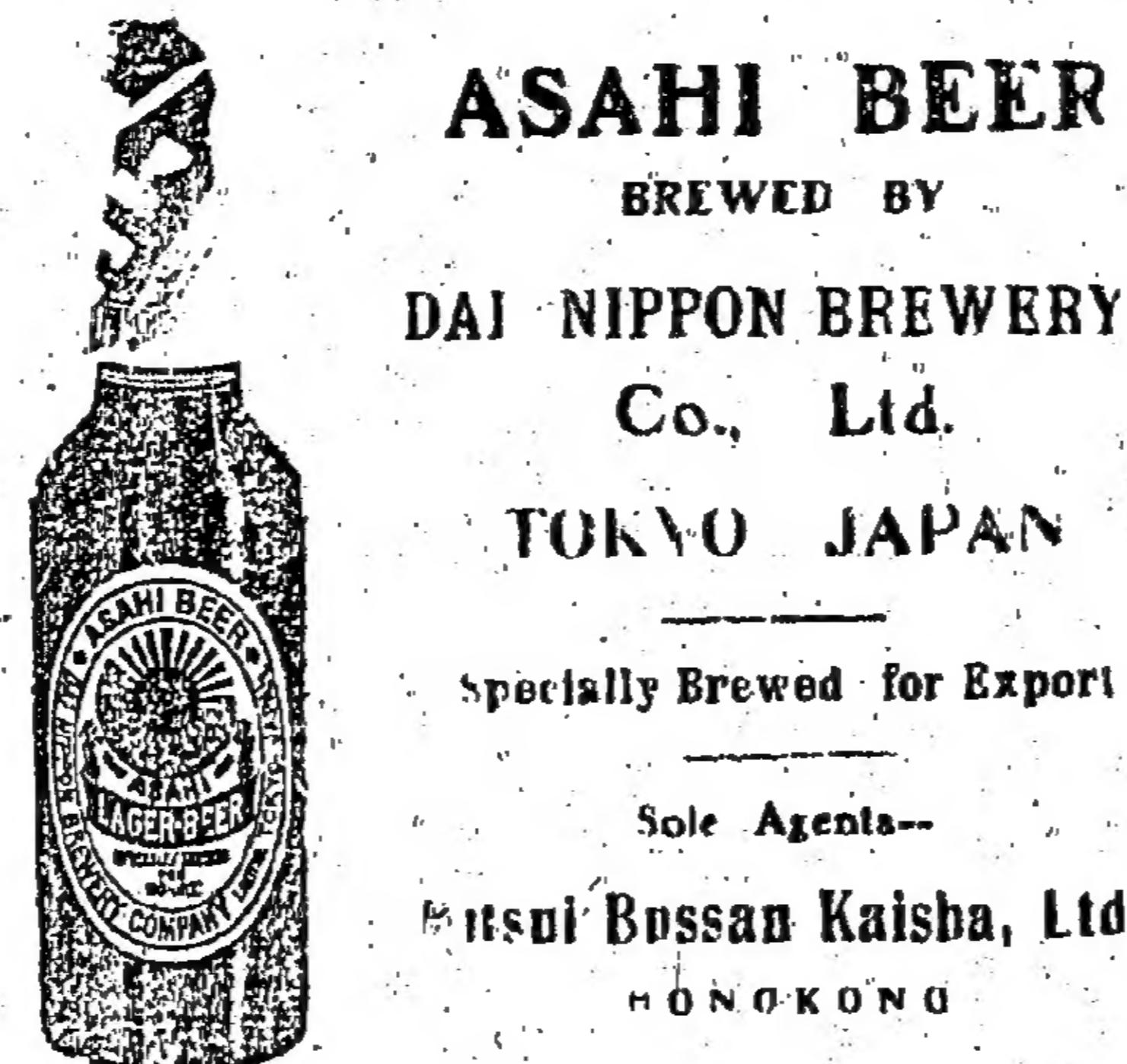
Steamers	From	Expected on or about	Will leave on or about	For
Tjikarang	Batavia	In Port.	31st Dec.	Shanghai
Tjondar	Shanghai	In Port.	3rd Dec.	Batavia
Tjiteboet	M'kear	31st Dec.	2nd Jan.	Amoy & Shai
Tjisalak	Batavia	10th Jan.	12th Jan.	Shanghai
Tjimanock	Japan	10th Jan.	11th Jan.	Batavia
Tjibadas	N. China	14th Jan.	16th Jan.	M'sar & S'baisa
Tjikini	M'kear	14th Jan.	20th Jan.	Shai & Dalby
Tjilobat	N. Cuina	27th Jan.	30th Jan.	M'sar & S'baisa

via Macassar
via Batavia
The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

JARDINE MATHESON & CO., Ltd.
General Managers.
Telephone Central 216.



Specially Brewed for Export

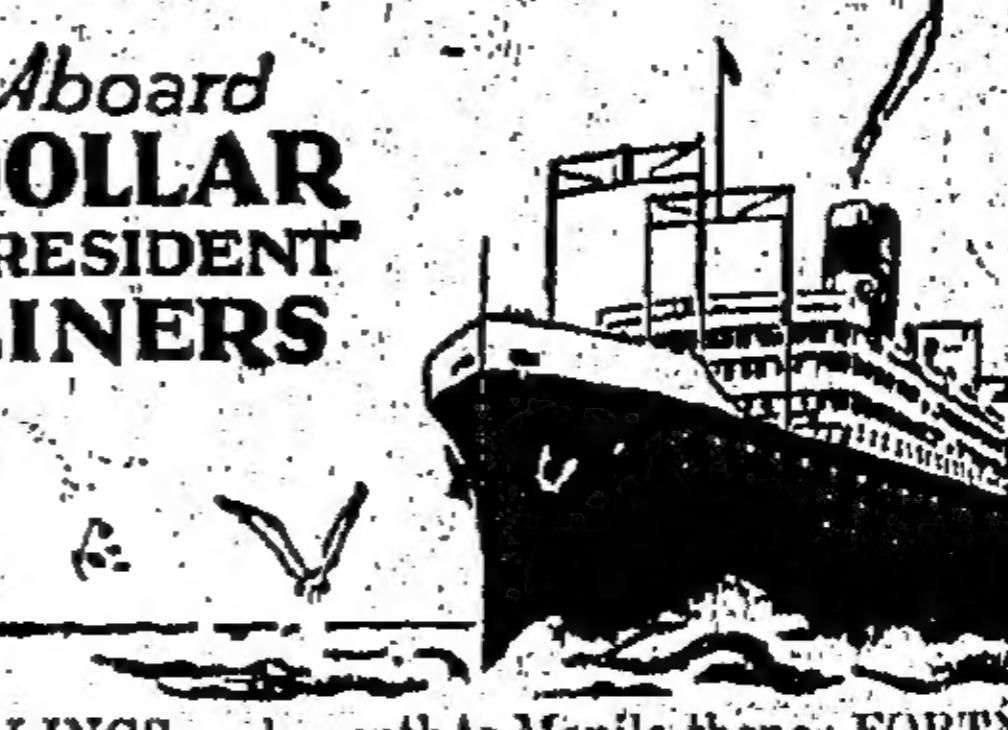
Sole Agents—

Asahi Bussan Kaisha, Ltd.
HONG KONG

The record figure of fifteen hundred million feet is given as the advance estimate of the 1925-6 cut of timber by the officials of the Departments of Lands and Forests of Quebec. Indications are that the season will be one of the most active, at least as far as pulpwood is concerned, for many years past. The figures given are interpreted as meaning that there is an increase of one third over the average cutting cut in the last ten years and some two hundred and fifty million feet more than was estimated to be the average for the 1920-30 period. Reports received in Quebec show that there are already 3,500 lumber camps operated throughout the province with the Lake St. John and Chaudiere districts the centres of greatest activity.

TRAVEL IN COMFORT

Aboard
DOLLAR
PRESIDENT
LINERS



FOUR SAILINGS each month to Manila thence FORTNIGHTLY service to Colombo, and via Suez to the Mediterranean, Boston, New York, and round the world.

TO MANILA—AND ROUND—THE WORLD
President Hayes January 5th 8:00 a.m.
President Lincoln January 8th 2:00 p.m.
President Polk January 10th 8:00 a.m.
—and 4 sailings each month thereafter.

FORTNIGHTLY SAILINGS to Shanghai, Kobe, Yokohama, Honolulu and San Francisco.

TRANS-PACIFIC—TO SAN FRANCISCO
President Wilson January 2nd 5 p.m.
President Lincoln January 16th 5 p.m.
—and sailings every 14 days thereafter.

Dollar President liners offer you luxurious travel comforts. All staterooms are outside rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not berths), each having an electric reading lamp. Staterooms with private bath predominate, and all have hot and cold running water. The spacious steel swimming tank is always filled with clean sea water.

Decks are broad, and the use of oil-fuel insures their cleanliness. DOLLAR LINE cuisine is world-famous—varied fare prepared under the direction of skilled chefs. Orchestra music enlivens the voyage. All these travel advantages are yours when you sail on Dollar President liners.

For passenger and freight rates, apply to
HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR,
No. 4, DES VOEUX ROAD, HONGKONG.
Telephone: Central 2477, 2478 and 795.

DOLLAR
STEAMSHIP LINE

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company.

Regular four-weekly service between
Japan, Vladivostock, China, Hongkong,
Manila, Singapore
AND
Genoa, Marseilles, Rotterdam, Amsterdam,
Hamburg, Bremen and North
Continental Ports.

Arrivals From Europe.

S.S. GEMMA 12th Jan.
S.S. ZOSMA 9th Feb.
S.S. OOSTKERK 9th Mar.
Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen:
S.S. WESERDYK 28th Dec.
S.S. OLDEKERK 2nd Jan.
S.S. GEMMA 20th Feb.
S.S. ZOSMA 20th Mar.

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
Tel. Central No. 1574. Agents: York Building

CRICKET

ROVING FIFTH & DIOCESAN
BOYS' SCHOOL

On Wednesday, on the University ground, twelve from the Diocesan Boys' School defeated an eleven from the Roving Fifth Boy Scouts by one wicket. The Scouts took first knock and declared early with 108 for two wickets. The School started badly, but a partnership between Samy (76) and Fisher (33) brought the score to 163 for ten. The last wicket added the necessary runs.

Scores:

Team	Score
Roving Fifth.	108
S. V. Gittins b A. Lee	1
E. Zimmerman, not out	83
F. I. Zimmerman, st. J. Fox, b Mackay	63
W. M. Gittins, not out	20
Extras	183

Total (for 2 wickets dec.) 183

Anderson, Youngsaye, Zimmerman, Fonson, Cunningham, Lee and Hunt did not bat.

Bowling Analysis.

Player	W.	M.	R.
A. Lee	8	43	1
N. Mackay	8	34	1
F. Goddard	2	23	1
E. Lee	2	27	1
A. Clarke	2	18	1
W. Eldridge	1	6	1
Diocesan Boys' School.			
W. A. Hunt b S. V. Gittins			0
E. A. Lee, run out			10
N. Mackay run out			0
A. Lee b S. V. Gittins			11
b F. I. Zimmerman			75
R. Gerrard, st. E. Lee, b J. Hunt			17
G. Ladd, b J. Hunt			8
J. Fisher not out			33
J. Fox, b W. Gittins			5
E. Goddard, b W. Gittins			0
A. Clarke, b W. Gittins			0
W. Eldridge not out			6
Extras			18
Total (10 wickets)			183
Bowling Analysis.			
O. M. R. W.			
S. V. Gittins	8	36	2
W. M. Gittins	10	26	3
E. Zimmerman	5	38	2
J. L. Youngsaye	6	30	2
F. R. Zimmerman	3	12	1
F. I. Zimmerman	3	16	1

"LITTLE" HSU'S DEATH.

SHOT, NOT BOMBED.

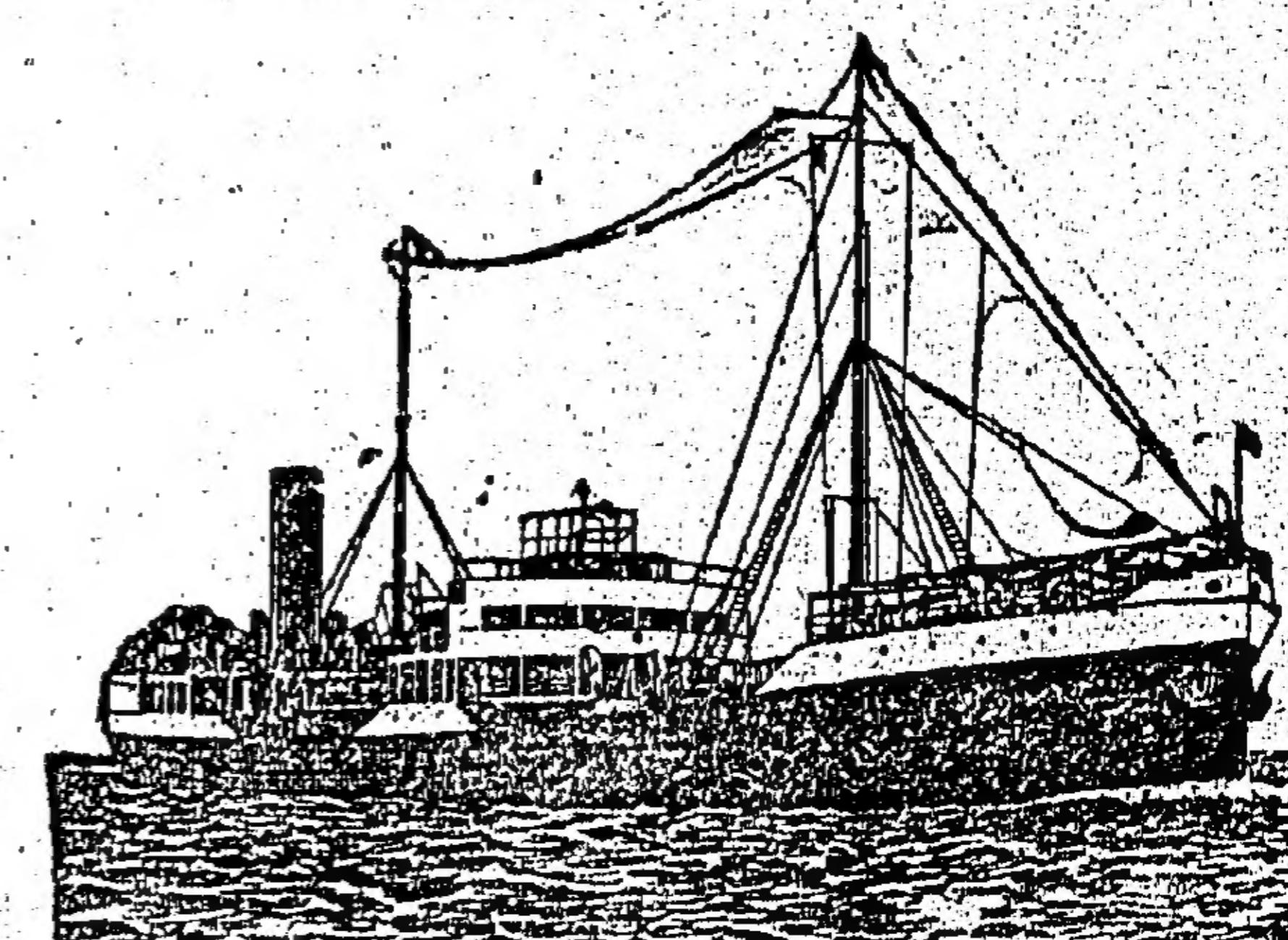
PEKING, Dec. 31.
Later reports show that Hsu Shu-cheng was shot, not bombed. His suite were uninjured.—Reuters.

The attempt by Wolly, the Dutchman, to beat the world's fasting record led to a remarkable scene, says a Paris report. Wolly was enclosed in a glass panelled "cage" in the hall of the *Petit Journal*. A number of persons in evening dress stood in front of his "cage" munching chicken sandwiches and other delicacies. Wolly, who had been fasting for eleven days, stood this for a little while, and then flew into a frenzy and smashed the glass. Apparently his intention was to rush at his tormentors and devour the food, but he was restrained with ease by a watchman, owing to his weak condition. During his fast Wolly smoked innumerable cigarettes.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins, Bonson's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.
Built by THE HONGKONG & WHAMPOA DOCK CO. LTD. at KOWLOON DOCK
to the order of THE ANGLO SAXON PETROLEUM CO. LTD. being one of Isalmil's
vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:

R. M. DYE, B. S. M. I. N. A. Kowloon Dock, Hongkong.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
Taking cargo on through Bills of Lading for Syria, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

CHINESE & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS: UNDER CONTRACT WITH H. M. GOVERNMENT.

Ship	Tons	From Hongkong (about)	Destination
EDONIA	1,1089	9th Jan. noon	Marseilles & London
EDEN	9,114	23rd Jan.	Miles, Casablanca, London & Antwerp
RE	5,252	24th Jan.	S'pore, F'ang & B'bay
RE	5,273	1st Feb.	Singapore & Bombay
Y	8,097	4th Feb.	S'pore, F'ang, C'bo & B'bay
A	10,941	6th Feb.	Marseilles & London
ALA	9,128	20th Feb.	Miles, London & Antwerp
A	10,302	6th March	Marseilles & London
IR	8,985	13th March	Miles, London & Antwerp
IR	9,135	20th March	Miles, L'don & Antwerp
A	10,918	3rd April	Marseilles & London
HA	8,155	17th April	Miles, L'don & Antwerp
N	9,144	21st April	Miles, L'don & Antwerp
DONIA	11,089	1st May	Marseilles & London
JAR	9,005	15th May	Marseilles & London

requent connections from Port Said for Passengers & cargo to Constantinople, via Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

Ship	Tons	From Hongkong (about)	Destination
LMA	10,000	6th Jan.	S'pore, Penang & Calcutta
AKADA	6,949	20th Jan.	S'pore, Penang & Calcutta
SANTHA	8,500	4th Feb.	S'pore, Penang & Calcutta
TILAWA	10,006	14th Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

Ship	Tons	From Hongkong (about)	Destination
ARAFURA	6,000	6th Jan. noon	Manila, Sandakan, Thura, Island, Townsville, B'ban
ST. ALBANS	4,500	3rd Feb.	S'pore and Melbourne
TANDA	6,958	3rd March	S'pore and Melbourne

*Calls at Iloilo
The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambangan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:-

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, Panama, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

Ship	Tons	From Hongkong (about)	Destination
HYMETUS	4,606	7th Jan.	Yokohama, Shai & Kobe
DELTA	8,097	8th Jan.	Shanghai & Kobe
MALWA	10,941	9th Jan.	Shai, Moji & Kobe
ST ALBANS	4,500	9th Jan.	Moji, Kobe & Yoko
SANTHA	8,500	13th Jan.	Shai & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

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Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
PEMBROKESHIRE	13th Jan.	CARNARVONSHIRE	25th Jan.
GLENIFFER	21st Jan.	I. don. K'om & H'burg via Oran	
GLENOGLE	3rd Feb.	GLENSHIEL	31st Jan.
GLENAMOY	23rd Feb.	I. don. R'dam & H'burg via Oran	
GLENARRY	4th Mar.	PEMBROKESHIRE	17th Feb.
		I. don. R'dam & H'burg via Oran	
GLENIFFER		GLENIFFER	9th Mar.
		I. don. R'dam & H'burg via Oran	

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone: Central No. 21-5, sub-ex. 23 and 3696.

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Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "CYCLOPS"	... via Suez Canal	7th Jan.
S.S. "YANGTSE"	... via Suez Canal	19th Jan.
S.S. "CITY OF BEDFORD"	... via Suez Canal	28th Jan.
S.S. "OANFA"	... via Suez Canal	7th Feb.

*Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

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HONGKONG & CANTON. JARDINE MATHESON & CO. LTD. CANTON

THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

The M. S. "MALAYA"

will be loading for Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian ports on or about 15th January 1926.

Further Sailings:- { Expected on or Will leave homeward bound about on or about

S.S. "Kina" 10th January

M.S. "Tengkling" 22nd January

M.S. "Danmark" 15th Febuary

Subject to change without notice.

For further particulars please apply to:-

JOHN MANNERS & CO., LTD.

Agents.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAM-BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted). Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sundays: 9 A.M. only).

FROM MACAO: 8 A.M. add 2 P.M. daily. (Sundays: 4 P.M. only).

SPECIAL EXCURSIONS TO MACAO.

The s.s. Kinshan on Friday the 1st Jan.

The s.s. Taihsan on Saturday the 2nd Jan.

The s.s. Taihsan on Sunday the 3rd Jan.

Steamers will depart from Hongkong at 9 a.m. and will return from Macao at 4 p.m. All sailings as usual from s.s. Wing Lok Street Wharf with the exception of s.s. Taihsan on Saturday the 2nd Jan. when sailing will be from Canton Steamers' Wharf.

Special return fares of \$5.00 on Friday, Saturday, & Sunday.

NYK.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports. Through Bills of Lading issued to all Overland Commen in U.S.A. and Canada.

Through passage rates to Europe via America G. \$45.0. G. \$420. G. \$440

SHIZUOKA MARU ... Wednesday, 6th Jan. at 11 a.m.

YOKOHAMA MARU ... Thursday, 28th Jan.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KAMO MARU ... Saturday, 2nd Jan. at 11 a.m.

KATORI MARU ... Saturday, 16th Jan.

ATSUZA MARU ... Saturday, 30th Jan.

HAMBURG via LONDON & ROTTERDAM & Ports.

LIVERPOOL via ADEN & MARSEILLES. GLASGOW

SYDNEY & MELBOURNE via Manila & Ports.

ARI MARU ... Wednesday, 20th Jan. at 11 a.m.

MISHIMA MARU ... Wednesday, 24th Feb.

NEW YORK and/or BOSTON ... ANAMA

TATSUNO MARU ... Sunday, 17th Jan.

BUENOS AIRES via Singapore & Colombo.

TOTTORI MARU ... Sunday, 3rd Jan.

TAMBA MARU ... Saturday, 9th Jan.

HOTELS.

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL
Telegraphic Address: "CENTRAL, SHANGHAI"HOTELS,
LIMITED.In association with the Grand Hotel
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KOWLOON HOTEL

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.

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Proprietor.

KING EDWARD HOTEL.

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TELEPHONE ON EACH FLOOR.

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Central 373.

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SINGAPORE.

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TERMS:—A la carte or Inclusive.

The after-dinner dances are held every Tuesday, Thursday and Saturday.

Telephones in every room.

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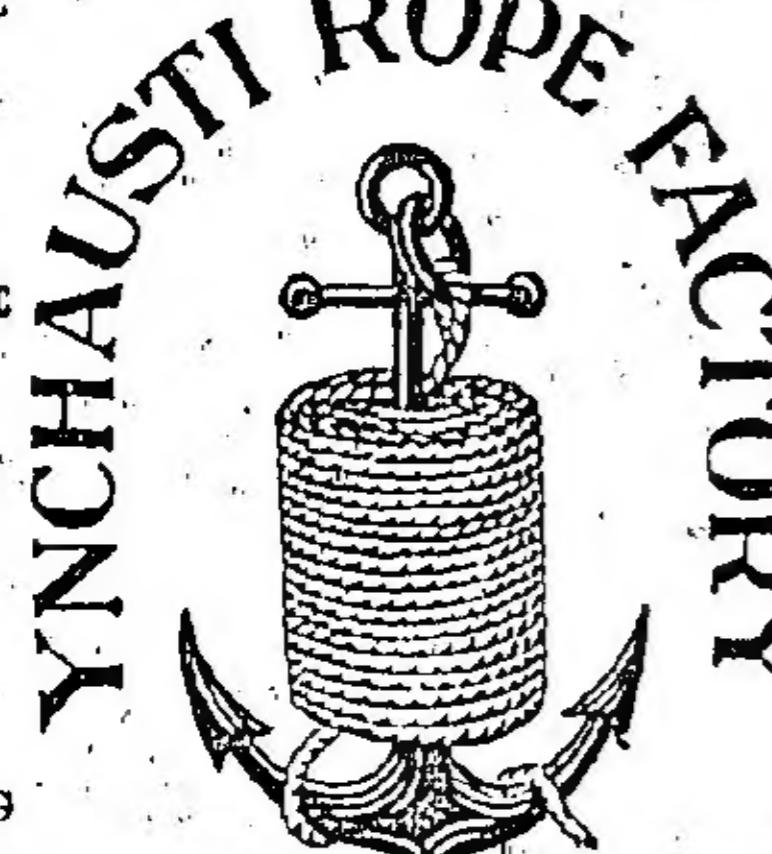
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CHILDREN'S SPORTS.

HAPPY TIMES AT K.C.C.

The annual children's sports, organised by the Kowloon Cricket Club, were held yesterday afternoon, and were largely attended by children and parents. Excellent arrangements were made, and the various events were carried off without a hitch. The President of the Club is Mr. R. E. Lindsell, and the Secretary Mr. S. E. Green. Tickets were issued to children who did not win a race, and on presenting them at a stall they were each given a prize, so that not a child went home empty-handed.

In asking Lady Clementi to distribute the prizes, Mr. Lindsell said the sports had been held for twenty-one years, and he expressed pleasure at seeing so many children taking part. They must thank Mr. Abraham and his committee, and numbers of other willing workers, especially those at the Kowloon Docks. They must also thank the numerous subscribers to the sports' fund. It was an auspicious occasion to have Lady Clementi presiding, because news had reached the Colony that the King had bestowed a well-earned Knighthood on the Hon. Mr. Cecil Clementi. It was therefore her first appearance in public as Lady Clementi.

When the prizes had been given out, Miss Lindsay, daughter of the Rev. G. R. Lindsay, presented Lady Clementi with a silver bowl containing flowers.

The winners were:—

GIRLS' EVENTS.

Skipping race (handicap, 14 and under).—1 Phyllis Gittins, 2 Peggy McCaw, 3 Nellie Docherty.

Flat race (handicap, 6 to 9).—1 Peggy McCaw, 2 Winifred Raven, 3 Dorothy Raven.

Skipping competition (under 10).—1 Ethel Bunker, 2 Lily McAnish, 3 Jean Bryson.

Flat race (handicap, under 6).—1 Muriel McCaw, 2 Kathleen Bolt, 3 Doris Frith.

Potato race (10 to 14).—1 Marion Bryson, 2 Iris Brown, 3 Edith Mendl.

Skipping competition (10 to 14).—1 Alice Blythe, 2 Edith Mead, 3 Iris Frith, 4 Una Mitchell, 5 Clarice Allen.

Flat race (handicap, 14 and under).—1 Marion Bryson, 2 Phyllis Gittins, 3 Peggy Everett.

Musical Chairs (8 to 14).—1 Cläre Allen, 2 Barbara Walker, 3 Una Mitchell.

Egg and Spoon race (scratch, 14 and under).—1 Ellen Smith, 2 Catherine Chester, 3 Nora Branch.

Flat race (handicap, 6 to 14).—1 Maria Clarke, 2 Doreen Leonard, 3 Dorothy Reid.

Flat race (handicap, 4 and under).—1 Frances Long, 2 Doreen Watson, 3 Doris Frith.

Relay race (teams of 4, scratch, 9 to 14).—Winning team:—Nellie Docherty, Edith Bradbridge, Bessie Macnish, Betty Christiansen.

Conolation race (handicap, up to 14).—1 Nora McKinn, 2 Audrey Mitchell, 3 Isla Lamont, 4 Daphne of the "Phariss."

BOY'S EVENTS.

Potato race (scratch, 10 to 12).—1 William Coys, 2 Leslie Evans, 3 Aleck McFarlane.

Boat race (scratch, under 12).—1 Billy Miller, 2 Edward Frith, 3 Norman Whibley.

Obstacle race (handicap, 10 to 14).—1 Sonny Christie, 2 Jimmy Smith, 3 Leslie Evans.

Relay race (teams of 4 scratch, 10 to 14).—Winning team:—Stanley McNaider, Eric McWoolley, Jackie McAnish, Reggie Woolley.

Flat race (handicap, 6 to 9).—1 Ivo Watson, 2 Gerald Abraham, 3 Dickie Branch.

Sack race (handicap, 8 to 14).—1 Sonny Christie, 2 Eric Fleming, 3 Arthur Chester.

Tug-of-war (teams of 8).—Winning team:—Billy Miller, Denis Kelly, Reggie Woolley, Eric Fleming, Leslie Marshall, Cecil Jennings, Eric McNaider, Jimmy Smith.

Flat race (handicap, 4 to 7).—1 William McFarlane, 2 Billy Macdonald, 3 Jackie Nicolla.

Three-legged race (handicap, 10 to 14).—1 Stanley McNaider and Reggie Woolley, 2 Denis Kelly and Leslie Marshall, 3 Billy Miller and Harold Brown.

Flat race (handicap, 8 to 10).—1 Ivo Watson, 2 Samuel McBrown, 3 T. Chapman.

Flat race (handicap, 4 and under).—1 Reggie Savage, 2 Eddy Burford, 3 Allan Ezra Goldenberg, 4 Edward Harley.

Wheelbarrow race (scratch, 8 to 14).—1 Jimmy Smith & James Gourlay, 2 Arthur Chester & Harold Brown, 3 Bobby Everest & Douglas Smith.

Conolation race (handicap, up to 14).—1 Arthur Smith, 2 Kenneth Nelson, 3 Lester Falls, 4 Addison Haygrave.

Band race.—1. Donovan, 2. Burman, 3. Martin.

IN HONOURS LIST.



OBITUARY.

SIR JOHN LE SAGE.

London, Jan. 1. The death is announced of Sir John Le Sage.—Reuter. [The late Sir John Merry Le Sage, was for many years the managing editor of the *Daily Telegraph*, from which position he retired in June 1923. Acted as special correspondent in France, Germany, Italy, Russia, Egypt, America and Canada. Was with the German army in the campaign of 1914-15.]

Admiral Noel.

London, Jan. 1. The death is announced of Admiral F. C. Noel.—Reuter.

[The late Admiral Francis Charles Methuen Noel was given the Khedive's medal for operations conducted in the Red Sea, and later served with the International Expedition for the relief of Kondomas, Crete. He commanded the *Wainwright* during the China War in 1900 and received the China medal. He was officially present at the inauguration of the Australian Commonwealth. He commanded the *H.M.S. Hood* in Home waters. Was made a Rear-Admiral in 1907, retiring as Admiral in 1918.]

COURT MARTIAL.

AN INDIAN IN TROUBLE.

Charged with making a false accusation against a Subadar, well-known the same to be false, Havildar Sher Muhammad, of the 1st Hongkong Singapore Pack Battery, Royal Artillery, appeared before a Court Martial assembled at Victoria Barracks yesterday.

It was alleged that after being informed that he had been offered promotion as a Salutir Havildar, he went to Sergeant Raymond Victor Manley and told the latter that Subadar Piran Ditta had asked for \$100 as a condition for putting in a word of recommendation for this promotion.

The accused was defended by Mr. Somerset Fitzroy, who put in a plea of not guilty.

The trial is proceeding to-day.

MEXICAN DISASTER.

EXPLOSION IN A MINE.

Eagle Pass (Texas), Jan. 1. Advices from Mexico state that forty-two bodies were recovered from the Mexican National Railway coal mine at Palen in the State of Coahuila, where an explosion occurred on December 26. It is feared that there are a number of dead still unrecovred. A score of miners were injured.—Reuter's American Service.

AFRICAN PROBLEMS.

THE ASIATIC QUESTION.

Port Elizabeth, Jan. 1. Mr. Creswell, Minister for Defence, in a speech outlined the Government's defence proposals, the main feature of which is the reduction of the peace strength from 10,000 to 8,000 men.

Mr. Boydell, Minister of Labour, declared that the Government were going to tackle the Asiatic problem and going to see that they in South Africa were masters of their own house and not going to be ruled from Calcutta, Delhi or even London.—Reuter.

RUSSIAN SCANDAL.

DEPUTIES UNDER SUSPICION.

Warsaw, Jan. 1. The close relations and alleged financial transactions between the Soviet Minister, M. Wojkoff, and a number of Deputies has attracted considerable attention and an investigation is expected. A demand will also be made for the expulsion from the Diet of Deputies found to have accepted any financial consideration from a representative of any foreign Power.—Reuter.

"Free People" is the title of Germany's first Republican propaganda film, which shows in an exceedingly interesting series of pictures how throughout the centuries the sons of the nation were sold by their princes into the service of foreign kings right down to the day when the royal head of State escaped over the frontier to Doorn.

Entertainments.

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